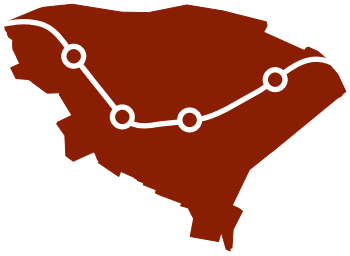
Transforming Tysons

Tysons Corner Urban Center
Areawide and District Recommendations
DRAFT "Straw Man" Plan Text



Prepared for the
Planning Commission's
Tysons Corner Committee

Fairfax County
Department of Planning and Zoning
Department of Transportation

February 6, 2009

County of Fairfax, Virginia

MEMORANDUM

DATE: February 6, 2009

TO: Tysons Corner Committee of the
Fairfax County Planning Commission

FROM: James P. Zook, Director
Department of Planning and Zoning

SUBJECT: Transmittal of "Straw Man" of Plan Text

In the fall of 2008, the Board of Supervisors accepted the reports of the Tysons Land Use Task Force and referred them to the Planning Commission and staff to develop detailed Comprehensive Plan text.

The attached document is a first "straw man" draft of this Plan text. As instructed by the Board, in developing this draft, staff has been guided by the Areawide Recommendations Report of the Task Force, the population and employment forecasts developed by George Mason University's Center for Regional Analysis, and by the transportation and other public facility impact analyses currently underway.

Over the next few months, this draft will be revised to reflect the results of the public facilities, transportation and fiscal impact analyses, which are expected to inform decisions on the intensity and location of development, and the phasing of development to the public facilities infrastructure. Also, it should be noted that this draft has not yet been reviewed by the Task Force's Draft Review Committee.

This straw man is based, among other things, on the text of the Task Force report wherever possible. However, the draft Plan text has removed repetition and deleted unnecessary jargon. It has also been reorganized so that, for example, Implementation is discussed early in the text, rather than at the end as in the Task Force report.

The following briefly describes the contents of the straw man, pointing out sections that have been expanded upon by staff based on the Task Force report, and sections that will need to be expanded or modified over the next several weeks, as the results of the public facilities, transportation and fiscal analyses are completed and synthesized.

This version of the straw man includes "Staff Comment boxes" that discuss major issues or policies that need additional consideration and discussion with the Planning Commission's Tysons Corner Committee. Major issues identified for additional consideration in the Staff Comment boxes of the straw man are as follows: Planning Horizon; Phasing Development; Intensity; Affordable Housing; Green Buildings; Parcel Consolidation and Coordinated Development Plans; Linking Infrastructure with Development; Proposed System of Circulators; Official Map; and Phasing of Public Facilities. It also includes "Staff notes" that are shown in italics with yellow highlighting. These are generally placeholders for sections of the text that will be expanded once analyses are complete or additional graphics become available.

Chapter 1, Introduction, briefly describes Tysons today, its location and boundary, and its planning history. This material was drafted by staff based on the Task Force report, the existing Tysons Plan, and the September 2008 Perspectives Overview document which summarized the mission and work of the Task Force.

Chapter 2, Vision for Tysons, is based on the Task Force report. The description of the eight districts within Tysons has been refined based on staff analysis during the development of the District recommendations.

Chapter 3, Implementation, is based on the Task Force report. The name of the future "Keeper of the Vision" has been changed from the Implementation Authority to the Implementation Entity, in keeping with recent decisions by the Task Force's Implementation Committee. Detail on the structure of the entity has been deleted, along with the paragraph emphasizing Tax Increment Financing as a source of funding; instead, TIF was added to the list of financing mechanisms. Paragraphs were added on Private-Private Partnerships (landowner cooperation) and on Information and Communications Technology (ICT).

Chapter 4, Areawide Recommendations, includes five sections: Land Use, Transportation, Environmental Stewardship, Public Facilities and Urban Design. Each is discussed briefly below.

The Land Use section is based on the Task Force report, with some reorganization. For example, in the straw man, the Mix of Uses is discussed before Tiered Intensity and in the discussion of intensity, a paragraph was added regarding the willingness of residents to walk farther to and from Metro than workers. Under "Land Use Guidelines," a section on Green Buildings was added after Affordable/Workforce Housing; the discussion of Parcel Consolidation and Coordinated Development Plans was expanded by staff; and, a section on Phasing Development with Public Facilities, Infrastructure and Amenities was added, based on recommendations in the Task Force report.

The Transportation section is based on the Task Force report, with some reorganization and additions based on the work of the Transportation Committee and DOT Staff:

- Under "Metrorail," staff added a paragraph on the frequency of transit service. In the straw man, discussion of the System of Circulators was expanded and placed after the

section on Metrorail. Following discussion of the circulator, two paragraphs on local bus service were added.

- The section called "Grid of Streets" was renamed "The Street Network" and the text was expanded. The discussion of Context Sensitive Design was moved from the Transportation Guidelines, expanded, and renamed Context Sensitive Solutions. The description of Street Types was reorganized according to the Task Force's hierarchy of Boulevards, Avenues, Main Streets, and Local Streets, and new graphics were added showing cross-sections of each street type. The text on the Pedestrian and Bicycle Network was expanded, and a map of the proposed Bicycle Network will be added when it becomes available.

- The discussion of Parking Management was moved from the Transportation Guidelines and renamed "Parking." Likewise, the discussion of Transportation Demand Management was moved from the Guidelines and expanded. The discussion of Transportation Impacts of Development Proposals was moved from the Guidelines and renamed "Level of Service."

- The Transportation Guidelines discuss Multimodal Transportation Hubs, and the Application of Information and Communications Technology.

Once the results of the transportation analysis are available, it is expected that the Transportation section and other sections of the straw man will be revised to reflect the findings.

The Environmental Stewardship section is based on the Task Force report, with revisions in two areas. Based on extensive discussions between DPZ staff and staff in the Department of Public Works and Environmental Services and in the Park Authority, both the general text and the guidelines for Stormwater Management and Parks and Open Space were revised slightly.

The Public Facilities section is based on the agency analyses that were presented to the Planning Commission's Tysons Corner Committee on January 14 and January 22. They are consistent with the Task Force report, except that the Fairfax County Public Schools now project a firm need for two school sites at Tysons. Also, a new paragraph on Information and Communications Technology Infrastructure was added to the Public Facilities Guidelines.

The Urban Design section has been significantly reorganized from the text in the Task Force report. The new organization includes a definition of Urban Design and a discussion of the Urban Design Concept for Tysons, including Transit-Oriented Development (TOD) areas, non-TOD areas, and Transition areas. This is followed by Guidelines for the Pedestrian Realm, which include discussions of the Street Grid and Block Pattern; Landmarks, Gateways and Public Art; Streetscape Design; and Streetscape Guidelines.

- Streetscape Guidelines are provided for each street type in the Task Force Report and used in the Transportation section above. Staff has added place holder graphics for each type of streets.

- Building and Site Design: This includes guidance provided in the Task Force report for streetwalls, build-to lines, bulk/massing, step backs, building articulation, and fenestration/transparency. In addition, height guidelines were added by DPZ staff utilizing current Plan height guidance for non-TOD districts and the consultant's height concept for TOD districts.

The District recommendations discuss the eight districts in the Task Force report in the following order: first, the four TOD areas of Tysons West, Tysons Central 7, Tysons Central 123, and Tysons East; and second, the four non-TOD areas of the West Side (formerly North West), Old Courthouse (formerly Old Courthouse South), North Central, and the East Side.

For each district, the description from the Task Force report was used as an introduction. Each district was divided into two or more subdistricts, and, in some cases, subdistricts were further divided into subareas. The guidance provided for each geographic subarea was drafted to reinforce the Task Force's vision as expressed in the Areawide recommendations, and to describe how that vision might be achieved.

In some cases, the District text includes detailed Plan text contained in the current Comprehensive Plan that is related to specific development approvals or previous Plan amendments. In other cases, the detailed Plan text provides information on allowable intensities prior to the operation of the four Metrorail stations in Tysons. In particular, for non-TOD areas, this straw man includes some guidance from the existing Plan for Tysons. As comments on this draft are received, it is expected that these sections of the District text will be modified.

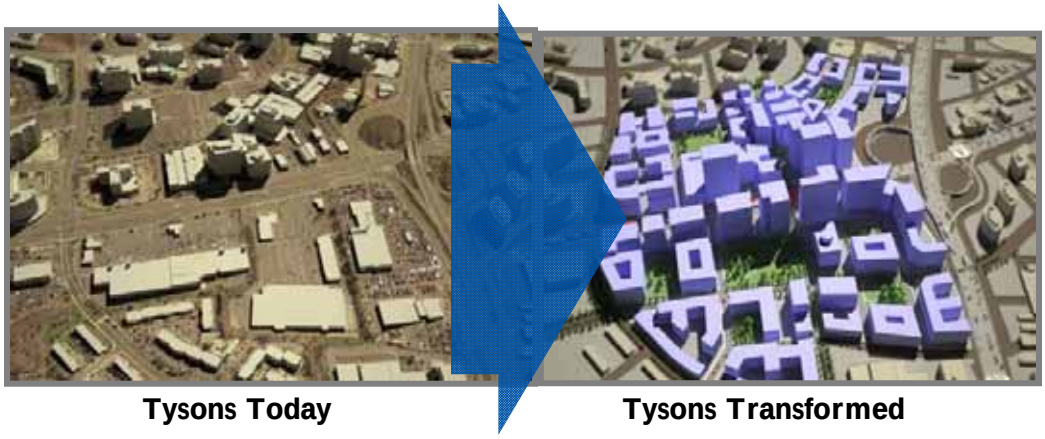
In summary, the attached draft represents a significant step by county staff in translating the work of the Task Force into Plan text. Many issues still need to be resolved at a more refined and informed level to implement the Task Forces Guiding Principles for Tysons as set forth on page 7 of the draft. To facilitate the Board of Supervisors' consideration of the Plan amendment no later than October 2009, at the Committee's February 19th meeting staff will present an overview of this document and propose a schedule for working through the issues and draft Plan text.

TABLE OF CONTENTS

TABLE OF CONTENTS (Continued)

TABLE OF CONTENTS (Continued)

TABLE OF CONTENTS (Continued)



Tysons Today **Tysons Transformed**

1: INTRODUCTION

In the 1950s, Tysons Corner was a rural area of Fairfax County, marked by the crossroads of Routes 7 and 123 and a country grocery store. In the 1960s, the Tysons Corner Center, a large regional mall, was opened, beginning the area's transformation into a major commercial center. Subsequently Tysons attracted a second regional mall, the Galleria at Tysons II, and the County's largest concentration of hotel rooms, including those at the Ritz Carlton and the Sheraton Premiere. Tysons has also become home to three Fortune 500 headquarters and many other prominent national firms, and in 2009 had around one-quarter of all of the office space in Fairfax County.

The transformation of Tysons over the past 40 years was part of a nationwide phenomenon that shifted many traditional business functions from downtowns to the suburbs. Tysons was at the forefront of this trend, and, in fact, was identified as the archetypical "Edge City" by Joel Garreau in his 1991 book of the same name. The construction of the Capital Beltway and the Dulles Airport Access Road in the 1960s improved Tysons' access to highway and air transportation. This made Tysons one of the region's most strategic locations for capturing suburban office and retail demand.

Over the next 40 years, Tysons is positioned to take advantage of the coming of Metrorail's Silver Line. This line will run from the East Falls Church station and ultimately extend beyond the Washington Dulles International Airport into Loudoun County. By about 2014, there will be four Metro stations in the Tysons Corner Urban Center: Tysons East, Tysons Central 123, Tysons Central 7, and Tysons West. The arrival of Metrorail brings with it the opportunity to transform Tysons yet again, from a

suburban place into a more urban, transit-oriented place with a better balance of housing and jobs, a transportation system that includes facilities for pedestrians and bicycles, and a green network that links existing stream valley parks with open space and plazas located throughout the area.

Map 1 shows the boundaries of the Tysons Corner urban center, and the locations of the four future Metrorail stations.

Map 1
Tysons Corner Urban Center and
Four Proposed Metrorail Stations

LOCATION AND BOUNDARY

Tysons Corner is a 1,700 acre area located in northeastern Fairfax County, about halfway between downtown Washington, D.C. and Dulles International Airport. It is located at the intersections of Interstate 495 (the Capital Beltway) with the Dulles Airport Access and Toll Roads, Route 7 and Route 123.

Tysons Corner is roughly triangular in shape and contains the highest natural elevations in Fairfax County. It is bounded on the southeastern side by Magarity Road and on the southwestern side generally by the limit of commercial development along Gallows/Old Courthouse Roads and the natural areas of Old Courthouse Stream Branch. The residential areas on the western side of Gosnell Road flanking Old Courthouse Road are also part of the Tysons Corner area. On the north, the third side of the triangle is generally bounded by the Dulles Airport Access and Toll Roads.

The residential communities surrounding Tysons, which include McLean, Vienna and Falls Church, continue to enhance the area as a strategic business location. These communities provide a wide range of housing types and a relatively large supply of housing near Tysons' employers. The communities surrounding Tysons also have many outstanding features, such as excellent public schools and one of the best educated and highly trained labor pools in the nation.

PLANNING HISTORY

As Tysons grew in the 1960s and early 1970s, its evolution as a dynamic and complex business center required restudy by County planners every few years. In August of 1975, the Board of Supervisors adopted the Area II portion of the Comprehensive Plan, which established the Tysons Corner Complex Area as "… a special study area requiring continual monitoring and restudy …." In September of 1975, the Board commissioned a special study and created a broad-based task force with representation from large and small businesses in the area, landowners of major undeveloped tracts, and residents of the area, as well as citizen leaders from the surrounding McLean and Vienna communities. As a result of this study, a revised Comprehensive Plan was adopted in June of 1978. The detailed land use recommendations that were provided by this amendment were the primary guide for land use and zoning decisions through 1993.

After 1978, the Tysons Corner plan was amended by means of the Annual Plan Review or Out-of-Turn Plan Amendment processes. The most significant change was the addition of building height guidelines as a result of the 1984 Tysons Corner Height Study. These guidelines established maximum building heights to be considered during the zoning process, along with building mass, architectural interest and other features, in order to achieve the Plan's design objectives.

Between 1989 and 1991, the County's Comprehensive Plan underwent a major review known as the Fairfax Planning Horizons process. The first phase of Fairfax Planning Horizons resulted in the creation of the Policy Plan, which was adopted by the Board of Supervisors in August of 1990. At the same time, the Board adopted The Concept for Future Development and Land Classification System as a guide for the second phase of the Planning Horizons process, the update of the Area Plans. The Concept for Future Development designated Tysons Corner as the County's Urban Center, and set forth a need for a Tysons Corner special study to identify amendments to the Comprehensive Plan that would guide the area's evolution to a more urban and pedestrian-oriented environment.

In 1990 the Board authorized a study of the Tysons Corner Urban Center and appointed a 24-member task force to work with staff on this planning effort. This task force included representatives of local businesses, developers and civic associations. The resulting Plan Amendment, as adopted by the Board in 1994, incorporated concerns of the community, applicable countywide goals, and the overall objective to develop Tysons as the "downtown" of Fairfax County. A key feature of the 1994 Plan was the location of three Metrorail stations at Tysons. These stations were expected to serve as the catalyst to transform the area from a suburban to an urban area.

Over the next ten years, county, regional, state and national officials worked to make Metrorail through Tysons become a reality. The final Environmental Impact Statement (EIS) for this project identified four transit stations in Tysons, versus the three stations in the 1994 Plan. As a result of the greater certainty of Metrorail's alignment and station locations, in 2004 many proposals for redevelopment at Tysons were submitted under the county's Area Plan Review (APR) process. Since the Plan had not been revised to account for the specific locations of the four stations, the Planning Commission deferred all rail-related APR nominations to be reviewed in a Special Study of the Tysons Corner Urban Center.

TYSONS LAND USE TASK FORCE

In May 2005 the Board established the Tysons Land Use Task Force and described its mission to update the 1994 Plan as follows:

1. Promote more mixed use;
2. Better facilitate transit-oriented development (TOD);
3. Enhance pedestrian connections throughout Tysons;
4. Increase the residential component of the density mix;
5. Improve the functionality of Tysons; and

6. Provide for amenities and aesthetics in Tysons, such as public spaces, public art, parks, etc.

The 36 member Task Force represented a wide range of community interests and perspectives. Between 2005 and 2008 the Task Force studied the issues and conditions in Tysons and looked at examples of how transit- oriented communities have been designed and implemented elsewhere in the U.S. The Task Force also formed six committees that met regularly, interacted with County staff and relevant experts, and provided detailed recommendations for Task Force review. Committee topics included transportation, affordable and workforce housing, implementation, livability and walkability, landowner coalitions, and communication.

The Board also directed the Task Force to engage in extensive public outreach to involve and incorporate the views and concerns of surrounding communities, citizen groups, smart growth advocates, businesses, employees, environmentalists and other special interests, in addition to landowners and developers. The full Task Force held over 60 public meetings in addition to the meetings of its subcommittees. Another 45 public meetings and workshops were held and attended by over 2,000 stakeholders. In addition, public input was obtained through the County's Tysons website. The input received from the public outreach initiatives helped to shape the Task Force's recommendations. The recommendations and vision to transform Tysons were presented to the Board of Supervisors in September, 2008. The Board accepted the Task Force's Areawide Recommendations report and referred it to the Planning Commission and staff for the development of detailed Comprehensive Plan text.

2: VISION FOR TYSONS

Imagine the year 2050: you see a different, better Tysons. Around the four Metrorail stations, you notice clusters of tall buildings. Down tree-lined streets, you also see that this bigger Tysons is not just about tall buildings. It's about being a place where people want to be. Imagine seeing people at sidewalk cafes, walking or jogging down tree-lined boulevards, enjoying public art and outdoor performances, and playing in the parks.

By the end of the planning horizon, which could be 40 years, the vision calls for:

- 95% of all development within an easy walk of transit
- An urban center that could include 200,000 jobs and 100,000 residents
- A jobs/housing balance of approximately 4.0 jobs per household
- A sustainable Tysons with restored streams, new parks, and green buildings

Staff Comment on Planning Horizon

The Task Force Report sets a long term vision for the transformation of Tysons with recommended development levels that could go well beyond the year 2050. If the Plan is to strike a balance between the level of planned future development and the provision of infrastructure and amenities necessary to achieve the Task Force vision, then a target forecast year will need to be established. The public facilities analysis that has been done to date has used the GMU forecast data for 2030 and 2050 and the transportation analysis has evaluated similar projected development levels over time.

Consideration needs to be given to deciding the time frame or horizon for the Plan. While the vision may be for a Tysons 40 years in the future, it may be that the future development allocated in the Plan should be limited to that which can be reasonably expected through 2030, based on the GMU forecast. Upon adoption of this Plan, the County can expect many property owners to seek development approvals based on the 2050 vision. Reconciling these development applications with an interim allocation of development will require very careful consideration and, perhaps, setting priorities and conditions in the Plan to help govern growth at Tysons.

Establishing a planning horizon for Tysons will not change the long term vision but will rather set milestones for development along the way. These intermediate milestones support the concept of phasing development and are an important component in monitoring Plan implementation.

The vision for Tysons is grounded in the following Guiding Planning Principles.

GUIDING PLANNING PRINCIPLES

1. Move Tysons forward within its existing boundaries as the employment and commercial economic engine of the region and an expanding contributor to the tax base of Fairfax County.
2. Retain compatible transitions at the edges to adjacent neighborhoods through a combination of use, intensity, scale and/or building heights.
3. Transform Tysons from a suburban office park and activity center into a 24/7 urban center marked by the diversity of residents and workers, a wide range of ideas, opportunities, and activities, the quality of buildings, aesthetics, and open spaces, and connections and accessibility for all.
4. Reduce the time, cost, and inconvenience of accessing and moving within Tysons by promoting a functional and accessible system of pedestrian walkways, trails, shuttles, bike routes, a grid of streets, transit connections, and standard principles of trip reduction.

5. Reduce the suburban focus on isolated buildings, surface parking and moving vehicles through Tysons to somewhere else and connect new buildings, urban parks, structured parking, and pedestrian and bicycle accommodations to form engaging streetscapes and connected neighborhoods.
6. Attract mixed-use transit-oriented development and private investment to Metrorail station areas and transit connection locations throughout Tysons, including increased housing supply, choices, and price points, service opportunities, and office space.
7. Engage people, communities, institutions, and the private sector with government to include in Tysons the distinctive architecture, civic focal points, cultural and educational institutions, places of worship, medical facilities, entertainment and recreation, libraries, and public safety facilities that mark environmentally sound, safe and inclusive urban communities.
8. Respect the unique natural features and topography of Tysons in all plans, expand useable and publicly accessible open space and improve the existing natural environment.

THE FRAMEWORK TO TRANSFORM TYSONS

The guiding principles provide a framework for the future of Tysons – one that is a highly livable place for its residents and employees. The framework includes elements that are essential to future development. While the exact details of each will evolve over time, none can be ignored and all must be in place and working together for the vision to be realized. The six elements of the framework are described below.

1. Creating a people-focused urban setting. The Tysons of tomorrow will be a place for people. A people-focused urban setting will be created by providing mixed-use, transit-oriented neighborhoods that promote pedestrian, bike, and transit use. The new transportation and land use concept for Tysons creates a people-focused urban setting by:

- Encouraging Transit-Oriented Development (TOD)
- Improving the Jobs/Housing Balance
- Creating Defined Neighborhoods
- Protecting the Edges
- Incorporating Community Benefits
- Creating Excellence in the Public Realm

2. Redesigning the transportation network with a strong focus on transit. The creation of a multi-modal transportation system within Tysons will provide diverse and accessible transportation choices. The choices will encourage people to walk, bike or take transit to

destinations within Tysons. Ultimately, Tysons could be a place where you choose to not have a car. The transportation network includes:

- Mobility within Tysons
- Grid of Streets
- System of Circulators
- Regional Connectivity

3. Placing a strong focus on the environment. The plan to transform Tysons includes such goals as reducing greenhouse gas emissions, restoring streams, and encouraging sustainable development.

Some key features of environmental stewardship are:

- Low Impact Development Techniques
- Green buildings
- A network of parks, open spaces and trails

4. Developing a vital civic infrastructure. The transformed Tysons will include facilities and programs for arts and culture, recreation and education. These will be part of the essential fabric of a livable Tysons, and should be included in the initial planning for new development.

- Building on educational excellence
- Providing recreation within Tysons
- Meeting the community's needs for cultural and arts facilities
- Providing public art for public places

5. Sustaining and enhancing the contributions of Tysons as the county's employment center and economic engine. Fairfax County is the heart of the Washington area technology community and Tysons is its economic and employment center. In fact, Tysons is the nation's 12th largest employment center and one of the country's largest retail centers. The transformed Tysons is expected to continue to generate significant increases in revenues to the county from real estate and sales taxes and business licenses.

6. Creating an entity for implementation that provides the flexibility, accountability, and resources necessary to achieve the vision. A strong implementation strategy will make the vision of a transformed Tysons a reality. The implementation strategy should create an approach that guides and coordinates individual projects, urban infrastructure, and community benefits to achieve the overall vision. The balancing of opportunities for development with needs for appropriate infrastructure will provide certainty for

landowners as well as county residents that the vision will be implemented as desired. An implementation entity will be responsible for monitoring and evaluating growth at Tysons. The tiers of the implementation strategy could include:

- Detailed planning linking infrastructure with development
- Creation of implementation entity
- Establishment of funding strategy
- Revision of regulatory framework
- Formation of public-private partnerships

ACHIEVING THE VISION

The vision provides a Tysons that will not simply be bigger, but better - greener, more walkable, and with a greater mix of uses. This new Tysons will be highly attractive as a residential community where people will want to live, raise families, and retire. Tysons will be an active 24-hour place, providing a variety of residential, office, retail, civic and entertainment uses. Pedestrian-friendly connections and frequent transit service will enable people to move easily within Tysons or to other portions of the region on Metrorail's new Silver Line. High quality parks and open space will give people a variety of places to gather and socialize.

The auto-oriented streets of Route 7 and Route 123 will be transformed to tree-lined boulevards designed to calm traffic through the most urban parts of Tysons while still moving traffic. People will be able to walk or bike safely along Route 7 and 123 to nearby businesses. Circulator routes will provide frequent transit access to almost all areas within Tysons. These elements will constitute a new and forceful example of automobile trip reduction.

This new downtown for Northern Virginia will have a variety of land uses and character. Each area around the four Metrorail stations will have a different personality. Each street will have its own unique landscaping, street art, storefronts, and amenities to make the streets people-friendly. The character of place will change from an intense and busy downtown around the stations to lively neighborhoods leading to the edges of Tysons. Closer to the adjacent neighborhoods outside Tysons, the pattern of development will carefully transition down to a scale and use that respects these adjacent communities.

DISTRICTS WITHIN TYSONS

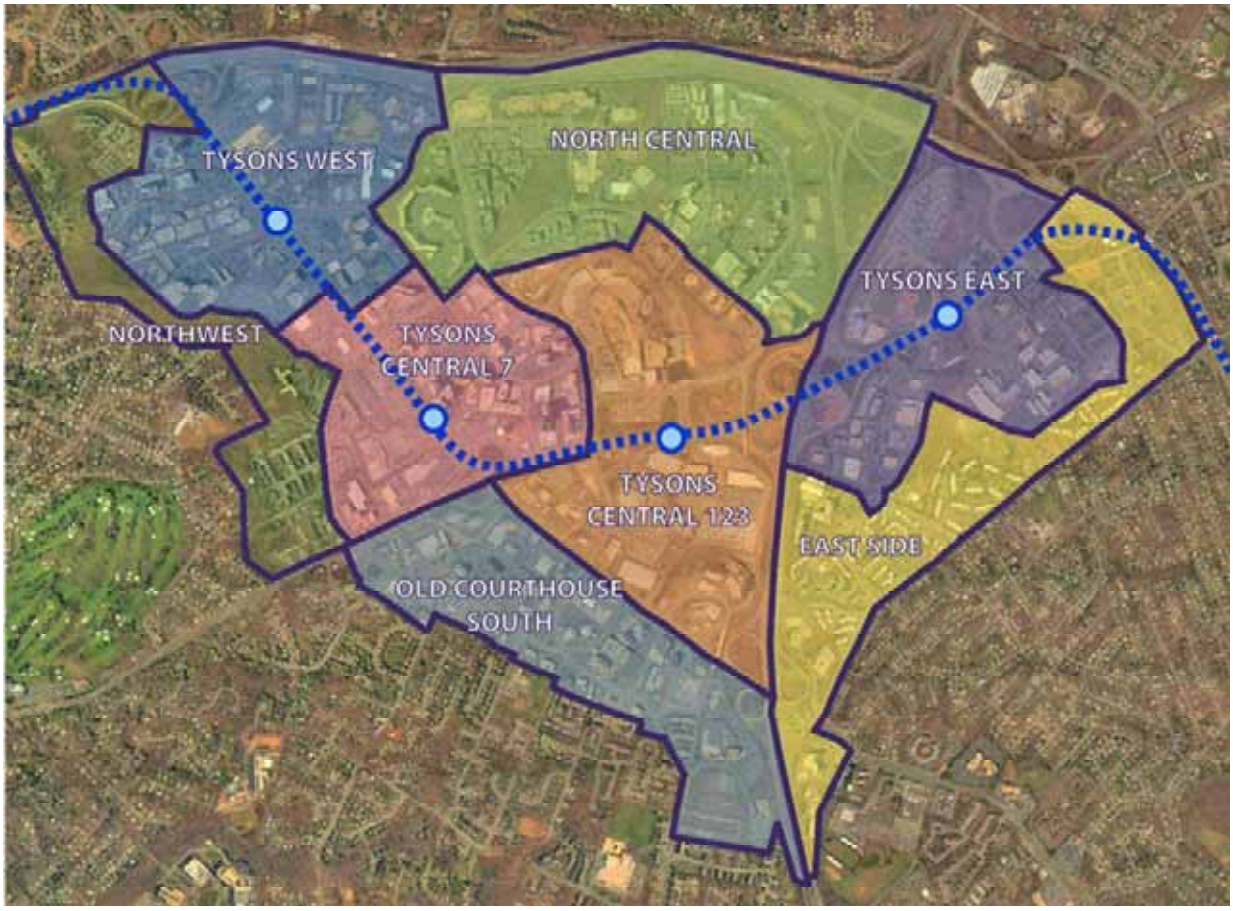
Tysons will be made up of many individual places, to work, to live, to shop, and to play. Just like rooms in a house, each place will be distinct and have its own function, but together, they create a greater place. In Tysons' case, that greater place will be the urban center realized through the vision.

The vision identifies eight places, or districts, each with its own character. The eight districts include four districts surrounding the Metrorail stations and four districts that provide the transition between the adjacent communities and the transit-oriented development in the four Metrorail station districts. All of the districts within Tysons will be equally important to its overall success. The land use characteristics and intensity of each district differ; the Transit Oriented Development areas (TODs) near Metrorail will be more densely built than the districts on the edge of Tysons.

Each of the TODs and the edge areas will have a different character, as described briefly below. People who live and work in Tysons will use all of these places, but not at the same time, and each district will be connected to the others. Boundaries between the districts will be blurred as people move seamlessly from one place to the next. The connectedness and uniqueness of each place will be mutually supportive, creating a 24-hour urban center of great vitality.

Map 2 below shows the boundaries of the eight districts at Tysons.

Map 2
Proposed Districts at
Tysons Corner Urban Center



Staff note: The above graphic is to be revised to reflect district name changes (North West now West Side, and Old Courthouse South now Old Courthouse.)

TOD Districts

Each of the four station areas is considered a TOD district, and is described briefly below.

Tysons West: Tysons West should be a signature gateway to the urban center. Streets leading to and from the transit station are expected to redevelop with specialty retail, drawing people off Metrorail and into the neighborhoods. In addition, Tysons West is an optimum location for an arts and entertainment district, including restaurants and entertainment options that stay open after the workday ends.

Tysons Central 7: Tysons Central 7 district has two subdistricts, separated by Route 7. The north subdistrict is oriented to Greensboro Drive and is envisioned to be a vibrant 24-hour mixed use center with a high concentration of office space. The south subdistrict is oriented to Route 7 and is envisioned as a Civic Center with a mix of public, residential and commercial uses.

Tysons Central 123: Tysons Central 123 will remain the region's signature shopping destination. Redevelopment is expected to add street-front, ground floor retail and entertainment, and high-rise residential buildings. In addition, high-rise hotel and conference facilities will provide services to local residents and will be a short walk from the office concentration in the Tysons Central 7 district.

Tysons East: Tysons East serves as a signature gateway for those entering the urban center from the east. The defining focus of Tysons East will be Scotts Run, which is envisioned to transform into a great urban park surrounded by mixed-use: office, residential, hotel, support retail and service uses. In addition, the area could include institutional and public uses, such as educational and recreational facilities.

Non-TOD Districts

Each of the four non-TOD Districts is located on the edges of Tysons, adjacent to surrounding residential communities. Each is described briefly below.

West Side: The West Side district is developed with two residential neighborhoods and includes the Old Courthouse Spring Branch stream valley park as a key feature. Because of its location on the edge of the urban center, this district serves as a transition from planned high intensity mixed-use in the Tysons West and Tysons Central 7 TOD districts to the single family neighborhoods just outside of Tysons.

Old Courthouse: The Old Courthouse district will have smaller scale office buildings and residential developments than TOD districts and will serve as a transition area between the Tysons Central 123 district and the neighboring communities. With additional infill and redevelopment, portions of this district will evolve into a neighborhood that supports an active 24-hour environment where people go to restaurants or stores after work.

North Central: The land use pattern in the North Central district will allow for a transition between Tysons Central 123 and communities north of Tysons. Office uses would be mostly located adjacent to the Dulles Access Road, while residential land uses could be the focus around the proposed circulator route. Future development along this route could result in vibrant, mixed-use residential neighborhoods, with local-serving retail, dedicated parks and civic uses, and a pedestrian-friendly street network.

East Side: The East Side district serves as a transition area between higher intensity TOD districts and the adjacent Pimmit Hills neighborhood abutting Tysons. Portions of this district will redevelop into urban residential neighborhoods, including limited retail and office uses serving the local residential population and providing Tysons with some live-work opportunities.

3: IMPLEMENTATION

The new vision for Tysons will be about transformation from suburbia to a truly urban place. Implementation of the vision will result in significant changes in who lives and works in Tysons, and how day-to-day needs get accomplished while increasing quality of life. It will provide a big opportunity to make Tysons a better place to live, work and play.

Transforming Tysons necessitates a departure from past approaches to planning and implementation. The Tysons of tomorrow will be characterized by housing located close to jobs, urban services, abundant transit, shopping, and public spaces, and the creation of a living environment less dependent on the automobile. Green architectural practices will encourage great places and lessen the impact of development on the environment. Density will be highest near transit to support a more intense mix of housing, shopping, and employment. New types of housing will be designed to meet the needs of smaller households and people on fixed incomes. Streets will be transformed following new design standards to encourage walking, bikes, transit, and the automobile- in balance with each other. Parks and open space will be expanded and restored. The needs of the greater community, the public sector and the private business sector will be balanced within Tysons in an open and transparent process to deliver the vision.

Identifying the vision will not be enough. The true measure of the vision will be what happens in the next step - implementation.

IMPLEMENTATION STRATEGY

Transforming Tysons will require an implementation strategy equal to the challenge. Central to the strategy will be building and assembling the tools and the partnerships necessary to achieving the vision for a new Tysons.

Implementation will be very much a process. This chapter recommends priorities and responsibilities, but recognizes that this will be the beginning of a long-term commitment. Implementation of the vision will never be stagnant. It will be an evolving management tool kit – a list of strategies and actions that will be refined and completed over time. Use of the tool kit will achieve the desired changes to the way Tysons grows. The process will take time – many years – and a strong political will to see it through.

Successful implementation will require: commitment to the vision and Guiding Planning Principles; committed leadership; dedicated professional staff at the County and other agencies; loyal, hard-working citizen participants; and a private sector willing to work together to seize new opportunities and learn new development and building techniques. Implementation of the Plan will be the most complex component of Tysons' future. The process must be transparent, intentional, and thorough. The elements of the implementation strategy include:

- Detailed Planning – Detailed planning is required in order to refine and update guidance for each of the eight districts; to address the alignment of the proposed circulator system; to create a coordinated network of parks and open space; and to refine strategies for environmental stewardship.

- Implementation Entity – Implementing the vision of Tysons will require a "Keeper of the Vision" to oversee the policies, guidelines and intent of the vision at every step of implementation, and to monitor and evaluate the phasing of infrastructure to accommodate growth at Tysons.

- Funding Strategies – Funding strategies (including public-private partnerships) should assess the feasibility of various financial tools and identify how the specifics of the plan will be financed.

- Public-Private Partnerships - In addition to regulatory tools, public infrastructure improvements and public/private partnerships will be essential to create the synergy needed to implement the Plan.

- Private-Private Partnerships – Unprecedented levels of cooperation among landowners will be essential in order to obtain land for public facilities, parks and open space, the grid of streets, and future circulator rights-of-way at Tysons.

- Regulatory Framework – Regulatory tools may be needed to implement the type and intensity of new development and to prescribe design and development standards to achieve Tysons' overall urban design goals.

- Phasing – A dynamic and evolving phasing plan tying redevelopment to specific public improvements will be critical to ensuring that transportation, other urban infrastructure and public amenities will be in place as growth occurs. Incentives to facilitate development as identified by the phasing plan should be identified and used in the design review process.

DETAILED PLANNING

District Plans

Areawide plan recommendations provide the overarching framework shaping how Tysons will grow. Plan guidance for each of Tysons' eight districts addresses the mix and intensity of land uses; the transportation system, including the grid of streets, pedestrian and bicycle network, and transit; parks and other public facilities; urban design, including identification of landmarks and gateways; protection of natural and cultural resources; and phasing of infrastructure consistent with expected development. However, over time it is anticipated that this guidance will need to be refined and updated.

Circulator Alignments

A key component of the future transportation network is a system of transit circulators, linking Metro stations and other areas of Tysons. The system of circulators, including general locations, is discussed in Areawide Transportation recommendations below. More detailed design of the circulator, with consideration given to the desired development pattern, will need to be done. Details of the final circulator alignment that will need to be assessed include:

- Connections between the circulator and the Metrorail system. This includes identifying where the connections will occur and how the two systems will be integrated at Metrorail stations and circulator stops.

- Location of circulator stops throughout Tysons.

- Circulator routes to connect the desired circulator stops, including identification of how the circulator fits in the roadway (dedicated right-of-way or mixed with traffic).

- Design of the circulator platforms and stops, including access and circulation plans for pedestrians, transit, bikes, and autos, and integration with the surrounding land uses.

- Type of circulator mode (i.e., branded bus, streetcar, etc.)

Parks and Open Space

Parks provide a sense of place for Tysons and individual neighborhoods. Urban standards regarding total park land and types of parks and facilities should be applied. Parks, recreation and open space should be provided throughout Tysons, in every district and of all sizes and types to meet local needs. Within residential areas additional recreation facilities should be provided. As Tysons develops, creation of the network of parks and open space should be coordinated with the Fairfax County Park Authority.

Environmental Stewardship Strategies

The transformed Tysons should be a model of environmental sustainability. In order to make this goal a reality, strategies for protecting natural resources, managing stormwater, restoring streams, and minimizing greenhouse gas emissions should be updated and refined.

Civic Infrastructure

An urban, livable Tysons should offer opportunities to participate in the arts, culture, recreation, and the exchange of ideas. This incorporates performing arts and civic centers, libraries, schools, and public art as essential civic infrastructure.

The Task Force vision recommends a civic center at a central location in Tysons, as well as a central library, possibly co-located with a performing arts center. There is a need for at least two new school sites at Tysons. One school could possibly be co-located with a large park in the North Central district. There is also potential for a local university to establish a presence at Tysons, to provide continuing education opportunities for residents, workers and seniors.

Finally, the Tysons Corner Urban Center will include Information and Communications Technology (ICT) infrastructure. This will consist of formal and ad hoc networks for voice, video and data, operating throughout the Urban Center and connecting to remote points and networks. All residential, commercial and public use structures in the Urban Center should be designed and equipped to enable such information and communications networking.

IMPLEMENTATION ENTITY

In order for Tysons to reach its potential, a "Keeper of the Vision" should be established so that the overarching goals and objectives of the new Comprehensive Plan are implemented. The "Keeper of the Vision" will be an implementation entity, established by the Board of Supervisors, designed to work in conjunction with, and supplemental to, the Fairfax County structure. This new entity should be focused on ensuring that the new Comprehensive Plan, and associated regulations and recommendations, will be implemented effectively.

The details regarding the structure, leadership and staffing of the implementation entity have not yet been finalized. It is intended that the implementation entity work in conjunction with Fairfax County by recommending infrastructure to support development, requesting capital improvements, and being part of the budgeting process. The entity should coordinate with the surrounding areas to ensure that the character of development on the edge and connections to Tysons will be appropriate.

The specific powers and responsibilities of the implementation entity may include:

- Work with Fairfax County to develop new Zoning Ordinance language and categories to address the unique requirements of this urban downtown and the new Plan for Tysons.

- Work with Fairfax County to develop new urban standards for determining appropriate infrastructure and civic infrastructure needs.

- Work with Fairfax County and VDOT to refine urban standards for street and roadway improvements within Tysons that balance transit, walking, bikes, and cars.

- Create more specific design guidelines that reflect the vision for each district and supplement the Comprehensive Plan and the zoning ordinance as necessary.

- Research and develop, on an annual basis, a list of priorities and appropriate phasing to ensure that necessary infrastructure and public amenities will support development and accommodate Plan recommendations.

- Participate in the zoning process through design review to ensure that applications are integrated with surrounding properties, and are in accordance with the design guidelines, the Comprehensive Plan and the Zoning Ordinance.

- Continuously monitor and review plans, zoning codes, and development progress and recommend any changes as necessary.

- Plan and implement initiatives, to complement and supplement those of the County, in order to enhance the quality of life in Tysons. These initiatives may include:

    - Elements like schools, parks, libraries, and public art.
    - Transportation enhancements such as the construction and operation of circulators and other transit not provided by government.
    - Improved streetscapes through landscaping, sidewalks, lighting, and street furniture.
    - Infrastructure improvements.
    - Enhanced public safety with security staff, organizing public watch and information programs, and security cameras.
    - Enhanced physical environment with programs to control litter and graffiti and maintain common landscapes.
    - Cultural and recreational facilities and activities.

- Raise and expend funds for all of the types of improvements and initiatives to be carried out by the implementation entity.

FUNDING STRATEGY

Existing public and private funding mechanisms will be inadequate to deliver the infrastructure and amenities envisioned in the Plan. New strategies will be critical to support the transformation of Tysons into a great urban place. Potential funding mechanisms include:

- Tax Increment Financing
- County, State and Federal funding
- Improvement Districts
- Additional capital development authorities

- Public-private partnerships
- Transfer of Development Rights/Air Rights
- Pro-rata contributions by landowners
- Other forms of borrowing and grants
- Tax abatements/incentives

REGULATORY FRAMEWORK

The ability to achieve the vision will require that appropriate regulatory mechanisms be modified or created to implement the key land use and transportation elements of the vision. The Zoning Ordinance is the primary tool for implementing the Plan's desired mix of uses and intensities. Generally, the Zoning Ordinance also addresses the dimensions of development with regard to building mass, setbacks and height. The Zoning Ordinance needs to be amended to help implement the Comprehensive Plan's vision for Tysons.

In addition, intergovernmental agreements may need to be updated, as will the County's capital improvement plan, the County's transportation demand management programs and the County's Public Facilities Manual.

One example of the need for consistency between the adopted vision and the implementing regulations and policies will be the road network. It will be imperative that transportation investments to be made in and around Tysons follow the lead of the Plan. VDOT must become a full partner in creating the kind of pedestrian environment the Plan envisions. Street cross sections and traffic mitigation measures proposed on streets in Tysons should apply to all streets, including those controlled by VDOT.

Affordable/workforce housing will be an example of how new regulations need to be in place to ensure that the vision comes to fruition. In order to achieve 20 percent affordable/workforce housing in new residential developments, regulatory incentives, such as fee waivers, bonus densities and expedited permitting processes, should be considered.

Potential regulations and programs to be adopted or updated include:

- District-specific design guidelines
- Revisions to the design review process
- Amendments to the Zoning Ordinance, including new land use categories
- Transportation demand management programs
- Trip reduction ordinances
- Transportation system monitoring.

PUBLIC-PRIVATE PARTNERSHIPS

In addition to regulatory tools, public infrastructure improvements and public-private partnerships will be essential to create the synergy needed to implement the Plan. Public infrastructure investments, such as a park or transit, improve the development climate of an area and make it more attractive for private investment. By using public investments strategically, Fairfax County can reinforce and guide the Tysons Plan and stimulate interest and leverage investment from the private sector. A public-private partnership involves using public funds or activities to foster private investment and development activity that otherwise might not occur.

PRIVATE-PRIVATE PARTNERSHIPS

The transformation of Tysons will require an unprecedented level of cooperation among area landowners. These private-private partnerships will be necessary to insure that new development at Tysons includes sites for parks and open space; for needed public facilities like schools, fire stations, and a public library/performing arts center; for rights-of-way and connections to implement the grid of streets; and for future rights-of-way to implement the proposed circulator system.

PHASING

The transformation of Tysons will not happen in a day. The new Tysons will reveal itself organically and incrementally over the next 40 years. Guiding the transformation of Tysons will be a balance among elements such as the circulator system, the new grid of streets, and encouraging block-by-block redevelopment, adding amenities, and higher intensities and mixes of land uses. Each step of redevelopment in Tysons needs to move it in the direction of achieving the vision laid out in the Plan.

The phasing of development will be tied directly to the provision of public facilities. A phased strategy to grow, monitor that growth, and adjust the implementation strategy based on performance is crucial to Tysons' success. The goal is to balance projected development with infrastructure needs over time.

Staff Comment on Phasing Development

The Task Force report is very clear that development should not occur without the provision of supporting infrastructure, and that future growth in Tysons must be phased and linked to the provision of supporting amenities and infrastructure.

- "Phasing – A dynamic and evolving phasing plan tying redevelopment to specific public improvements will be critical to ensuring that transportation, other urban infrastructure and public amenities are in place as growth occurs. Incentives to facilitate development as identified by the phasing plan should be used in the design review process." Task Force Report , page viii.

- "A strategy for balancing the provision of community benefits, infrastructure, and public facilities with the pace of development, will be key to creating the Tysons that is envisioned." Task Force Report, page 31.

The Comprehensive Plan should be crafted to link thresholds of development to such things as transportation capacity and access and proximity to Metro.

4: AREAWIDE RECOMMENDATIONS

To create the type of vibrant, compact, mixed-use centers envisioned for the transformed Tysons, a strategic approach is essential. This approach takes the vision and provides specific strategies so that the individual pieces work together to create a better whole. The key is to remain consistently true to the vision, rather than just building projects.

The Area-Wide Recommendations that follow, when implemented, will achieve the future vision for the Tysons Corner Urban Center. These areawide recommendations present overall concepts for Tysons and provide the framework for the District and Subdistrict recommendations. These recommendations also provide guidance on area-wide issues that may not be specifically addressed in the District text because they apply to all areas of Tysons.

The Areawide Recommendations include:

- The Land Use Section, which identifies the land use pattern, mix of uses and intensities, and sets forth guidelines for phasing development with public facilities, infrastructure and amenities;
- The Transportation Section, which addresses the grid of streets, the bicycle and pedestrian network, and the proposed system of circulators;
- The Environmental Stewardship Section, which addresses the network of parks and open space, the system of stormwater management, and the requirements for green architecture;
- The Public Facilities Section, which identifies existing facilities serving the area and additional planned public facilities needed to serve future growth; and
- The Urban Design Section, which provides guidance on building and site design, the pedestrian realm, and the street grid and block pattern.

LAND USE

The land use concept creates a very different place from what exists in Tysons today. It transforms Tysons into a livable place by redeveloping most areas into compact, mixed-use TODs and neighborhoods. The following sections describe the land use pattern, mix of uses, intensities and amenities proposed for the transformed Tysons.

LAND USE PATTERN

The pattern of land use in Tysons focuses growth at the Metrorail stations and along the circulator route(s), tapering down to be compatible with surrounding residential neighborhoods. This pattern is shown in Map 3 below. Most areas within Tysons will include a mix of uses, with retail and office uses generally located in closer proximity to the Metrorail stations than residential uses. The area within ½ mile of Metrorail will be expected to capture over 75% of all development in Tysons. The districts on the edges of Tysons are stable transition areas for the most part and will capture less than 5% of the development.

The character of each of the eight districts in Tysons should be unique. The mix of land uses within each district will complement the other districts. The application of urban design guidelines and the specific development within each district will help to create a distinct sense of place for each district. This will be further described in the District and Subdistrict recommendations.

The urban grid of streets and the parks and open space network will be integrated into the land use fabric to provide public gathering spaces within an easy walk of jobs

and houses. Recommended civic uses and public facilities will be located throughout Tysons to create a full service community.

MIX OF USES

Overall, the transformed Tysons will have much more residential development than currently exists. Up to 100,000 residents will live in Tysons compared to 17,000 in 2009. Jobs will increase from 105,000 today to as many as 200,000 by the end of the planning horizon, which could be 40 years. Ultimately, the desired land use mix will provide a ratio of four jobs for every household – a significant improvement over the 2009 ratio of approximately 13 jobs for every household. This greater mix of uses throughout Tysons will promote walking by providing more people with the opportunity to live near their jobs and other everyday destinations.

The mix of uses includes the same land uses that exist in Tysons today (residential, office, retail, and hotel). However, the land use concept promotes redevelopment of land uses such as car dealerships or strip retail centers with large surface parking lots into more efficient, higher intensity land uses. In the future most areas of Tysons will have a mix of land uses.

Providing a mix of uses, either vertically (in the same building) or horizontally (within two to three urban blocks), will reduce the distance among residents, workers and services, encouraging people to walk rather than drive to fulfill many of their daily needs. People will be able to engage in routine errands, find restaurants, entertainment, and shopping all within walking distance of their homes, offices and transit. Ground floor retail and convenience services will be essential for residential neighborhoods. Housing can also be successfully co-located with public facilities, such as schools, libraries, and fire stations.

Map 3
Tysons Corner Urban Center
Conceptual Land Use Pattern

Staff note: This map will be modified to be consistent with land use guidance in the District recommendations. Modifications may also result from revisions to the land use categories shown in the map legend.

Each of the land use categories within Tysons includes a mix of uses. Some areas will be closer to an even split of residential to commercial uses, while others will have a majority of one use supported by other uses, such as residential with ground floor retail. The categories of land uses within Tysons are defined as follows:

Staff note: Land use categories may be refined and/or reduced in number.

- Mixed-Use – includes a mix of retail, office, arts/civic, hotel, and residential uses. These areas should include a minimum residential component of 40% and a minimum nonresidential component of 40%. For example, a development could be 40% residential, 45% office, 10% hotel, and 5% retail.

- Retail Mixed-Use – includes mixed use developments around the two shopping malls in the Tysons Central 123 district. These areas will have the highest concentration of retail in Tysons, which should be complemented by a mix of residential, office, hotel, and arts/civic uses. The retail component should be 25% to 50% of total development, and the residential component should be 20% to 40%.

- Office Mixed-Use – includes primarily office uses with a mix of other uses, including ground floor retail, residential, hotel, or arts/ civic. The office component should be 60% to 80% of total development.

- Office – almost exclusively office uses (90% to 100%). Supporting retail and service uses, such as hotels and restaurants, are encouraged in these areas.

- Residential Mixed-Use – includes primarily residential uses with a mix of other uses, including office, hotel, arts/ civic, and supporting retail and services. These complementary uses should provide for the residents' daily needs such as basic shopping and services, recreation, schools and community interaction. The residential component should be 75% to 95% of total development.

- Arts/Civic/Public Facility – public service uses, such as a library, school, arts center, community center, government offices, etc. These uses may be co-located with commercial or residential buildings. For example, a library may be located within a commercial office building or a community center may be located within a residential building. In these cases, the non-civic uses should be compatible with adjacent uses.

- Parks/Open Space – passive and active park land and urban open spaces such as plazas and pocket parks. This land may be privately or publicly owned. Regardless of ownership, it must be open and accessible to all residents and employees of Tysons. Additional guidance on parks and open space can be found in the Environmental Stewardship section.

TIERED INTENSITY

A key ingredient for transforming Tysons is to strategically use intensity to maximize the benefits of Metrorail and transit, and create sustainable, walkable urban environments. Intensity can also be an important economic tool by allowing sufficient development to encourage the redevelopment of auto-dependent uses and to strengthen Tysons' status as Fairfax County's Urban Center. Higher intensity developments can help achieve plan objectives by providing support for urban design, environmental stewardship, housing choice and contributions to infrastructure.

The land use concept for Tysons links intensity to transit accessibility based on an analysis of how far most people are willing to walk to and from transit. Expressed as floor area ratio (FAR), the level of intensity is based on land use (residential and non-residential) and distance from transit, including both Metrorail and the proposed transit circulator route(s). Development is planned to be most intense in the areas nearest the stations and least intense at the edges.

The highest intensity will be allowed in areas within a 1/8 mile walk distance of a Metro station entrance, a distance roughly equivalent to two city blocks or a three minute walk. Intensities then decrease at walk distances of 1/4, 1/3, and 1/2 mile from each station. This reflects the fact that transit ridership decreases as the walking distance to the station increases. Within 400 and 600 feet of a circulator route, increased intensity may be planned. Achievement of the highest intensities will be contingent on reductions in single-occupancy vehicle trips in the areas closest to Metro and the circulators.

The areas closest to the Metro stations will be developed primarily with office space and other commercial uses. The areas beyond ¼ mile of the stations will largely be developed with high-rise, multifamily housing units. Studies of transit-oriented development have found that people going to and from their homes will walk farther to transit than people going to and from their jobs. In areas beyond ¼ mile of the stations, maximum intensity can only be achieved if secondary transit such as a circulator system is available to link development to Metro.

In most areas, the FAR for residential uses will be higher than that for non-residential uses. This distinction creates incentives for providing housing development

within Tysons and reflects the goal of improving the current imbalance of residents and jobs. Areas beyond the influence of transit, as well as areas adjacent to the residential communities outside Tysons, will be consistent with existing intensity, or as described in the District and Subdistrict recommendations. Map 4 indicates conceptually where the various levels of intensity may be designated in Tysons.

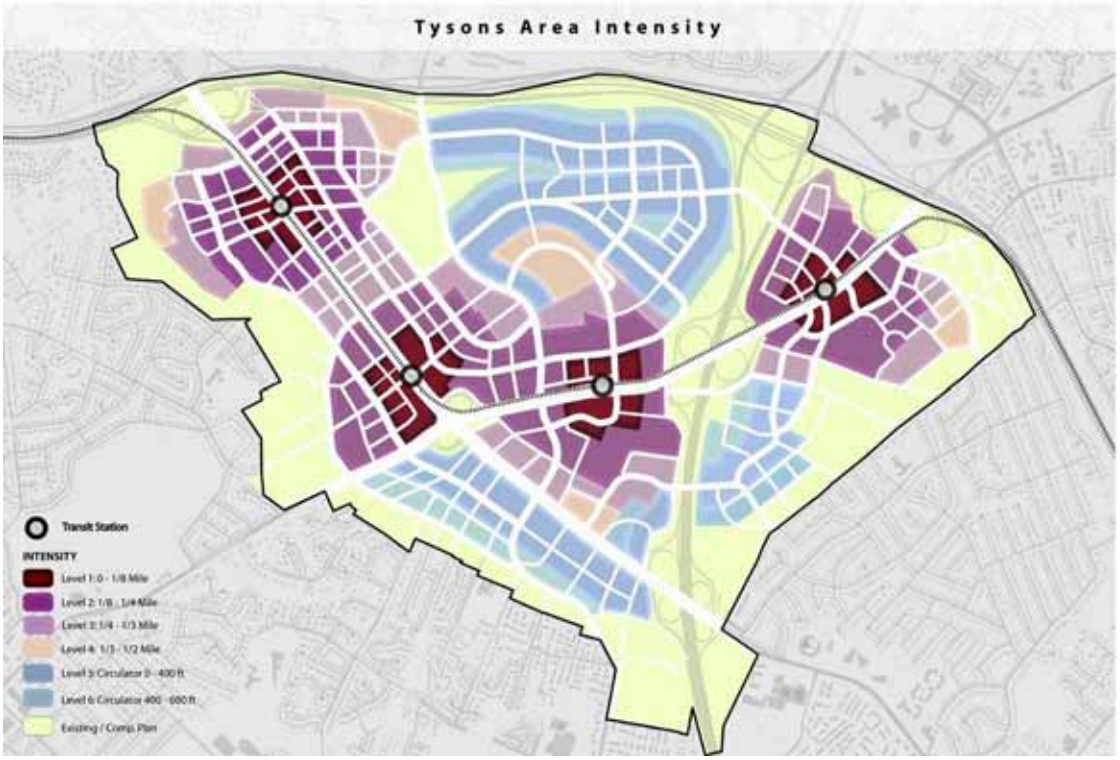
Additional intensity in the form of a bonus is provided to encourage the provision of affordable/workforce housing and the construction of green buildings at Tysons. The purpose of these bonuses or offsets is to achieve the overarching goals for Tysons of requiring enhanced environmental stewardship through green buildings and providing a mix of types of housing.

As Tysons redevelops, developers will consider the economics of individual projects carefully and choose to build at a range of intensity levels. Under certain market conditions, a developer may wish to build the maximum floor area allowed. In other circumstances, it may be preferable to build at a lower intensity, if the development occurs in a manner consistent with the vision. Factors that may constrain the achievement of maximum intensity include access and circulation, natural features, and/or proximity to existing residential neighborhoods.

Intensity alone will not be enough to create livable places: other elements, such as a mix of land uses, public facilities and civic uses, and infrastructure must be in place. As a result, the recommended intensities will be conditional and contingent upon other livability factors being in place at the time of the development.

Table 1 shows the maximum allowable intensities for each tier.

Map 4: Tysons Corner Urban Center
Proposed Intensities



Staff Comment on Intensity

The proposed maximum allowable Floor Area Ratios (FAR) shown in Table 1 are based on the Preferred land use alternative selected by the Tysons Land Use Task Force for the final round of transportation and public facility analysis. These intensities and bonuses are not supported by staff at this time. A staff recommendation on allowable intensity and bonus provisions will be made after the analyses are complete.

The Task Force established the maximum FARs with the understanding that they were to include land needed for such things as the proposed street network, transit circulators, and public parks and open space. Therefore land dedications for these purposes should not be eligible for density credit during the consideration of development applications, and this should be made clear in the Plan text.

The Task Force Report suggests that consideration be given to setting minimum FARs as a way to ensure that future development is truly urban in form and can support the activity levels and amenities that are desired. We support this idea and would recommend that minimum FARs be set for the areas closest to Metro, TOD Levels 1 and 2. For Level 1 the range might be 5.0 to 6.0 FAR, with the range for Level 2 being 3.0 to 4.0 FAR.

TABLE 1: Maximum Allowable Floor Area Ratios by Distance Category
(TOD Levels 1-4 and Circulator Levels 1-2)

	Non-Residential Development FAR		Residential Development FARs (1)		
Distance Category	**Allowable Maximum Before Bonus**	**With green building bonus: LEED Silver 6% LEED Gold 8% LEED Platinum 10%**	**Allowable Maximum Before Bonus**	**With offset for affordable/ workforce housing**	**With offset and green bonus: LEED Silver 6% LEED Gold 8% LEED Platinum 10%**
TOD Level					
Level 1 0 – 1/8 mile from Metro	6.0	6.36 6.48 6.60	6.0	7.2	7.56 7.68 7.80
Level 2 1/8 – 1/4 mile from Metro	4.0	4.24 4.32 4.40	4.5	5.4	5.67 5.76 5.85
Level 3 (2) 1/4 – 1/3 mile from Metro	2.0	2.12 2.16 2.20	3.0	3.6	3.78 3.84 3.90
Level 4 (2) 1/3 – 1/2 mile from Metro	1.75	1.86 1.89 1.93	2.75	3.3	3.47 3.52 3.58
Circulator Level					
Level 1 0 – 400 feet from circulator	2.5	2.65 2.70 2.75	2.5	3.0	3.15 3.20 3.25
Level 2 400 – 600 feet from circulator	1.5	1.59 1.62 1.65	1.5	1.8	1.85 1.92 1.95

Notes:
(1) In the case of residential FAR, the bonus and offset will be each applied to the allowable maximum before bonuses; they will not be compounded. For mixed-use development, the allowable intensity will blend the residential and non-residential FARs proportionally.
(2) Beyond ¼ mile of stations, maximum intensity can only be achieved if secondary transit service such as a circulator system is available to link development to the Metro.

URBAN LIVING INFRASTRUCUTRE

In addition to the intensity and mix of land uses, other elements are necessary to create a livable vibrant Tysons. These include civic places, theaters and galleries, police and fire stations, schools, libraries, recreational facilities, parks and open spaces, and affordable housing. The availability of these amenities will help attract new residents to Tysons because it will have all the components of a healthy community.

In some cases, only one of these elements will be needed to serve all of Tysons, such as a performing arts center. For other elements, such as parks and open space, multiple locations will be desired.

The urban living infrastructure addressed in this plan includes:

- Civic/Facility – The number of required public facilities, such as a library, performing arts center, elementary schools, recreational facilities, and police and fire stations, are identified in the section on Public Facilities. Their conceptual locations are identified on the land use map. Two or more of these civic uses could be co-located, such as a library and performing arts center, and a police and fire station. These uses are discussed in the Public Facilities section below.

- Large Civic Gathering Plaza – Designed to be a signature place in Tysons, a large civic gathering plaza would support public, civic and cultural events such as a weekend craft or farmers market, summer concerts or weekend festivals. This plaza and other such features are discussed under Parks and Open Space in the section on Environmental Stewardship.

- Parks/Open Space – An integrated network of park land and open space, including land that cannot be developed because it is in a floodplain or wetland, is described in the section on Environmental Stewardship. This land may be private or publicly owned. Regardless of ownership, it must be accessible to all residents and employees of Tysons.

The provision of this civic infrastructure will be the responsibility of both the private and public sectors. In some cases, such as contributions to parks and recreational facilities, the benefit will be tied directly to development approval. In others, such as the creation of a large arts and/or civic gathering place, it may require a public-private partnership, or be fully publicly funded.

LAND USE GUIDELINES

The following land use guidelines will be requirements that must be addressed in order to create a people-focused urban setting. These guidelines should be considered along with the general Land Use recommendations above, in evaluating development proposals at Tysons.

Affordable and Workforce Housing

In order to provide housing choice and ensure that a diversity of income levels have the ability to live in Tysons, the following affordable housing guidelines are recommended.

1. Under current county policy, high density housing in mixed use centers must include 12% of affordable and/or workforce units, intended for residents earning up to 120% of the Area Median Income (AMI). The goal at Tysons is for 20% of units to be affordable/workforce housing, with the numbers of units tiered to address the needs of each income level. No less than 10% of all affordable and workforce units at Tysons shall be available for households earning 60% or less of the AMI. Implementation of affordable/workforce housing at Tysons should be consistent with the definitions and guidelines contained in the Policy Plan.

Incentives to encourage the achievement of these goals include:

- As shown in Table 1, an increase of 20% of the residential FAR (before bonuses) for residential developments in which 20% of units are affordable/workforce housing.

- Flexibility on regulatory issues such as processing, parking, setback, height, and bulk requirements, and unit sizes which might add unnecessary costs to residential development. It should be expected that the size and amenities of affordable and workforce units may not be the same as market-rate units. Flexibility on these issues should not compromise overall design principles of urban form for Tysons.

- Programs that capitalize either the development of housing or the incomes of households, such as low income housing tax credits, tax-exempt housing bonds, tax increment financing, tax abatement, and the County's One Penny Fund should be considered.

2. Landowners and developers are permitted to aggregate land for affordable and workforce housing and/or transfer to others the responsibility for creating such units in building structures that are less expensive than steel and masonry structures, and where other advantages of financing and operating affordable and workforce housing can be realized – provided that the units are located within Tysons and conform to the vision and urban design guidelines for the area. As set forth in the Policy Plan, this flexibility should result in a greater number of affordable/workforce units.

3. Affordable and workforce housing development in commercial and industrial areas should be considered where appropriate, as should the co-location of housing with public facilities such as schools, libraries, and fire stations.

   (Staff note: This point may need to be revised because the Plan allows for mixed-use development with housing throughout Tysons and the reference to commercial and industrial areas may be misleading.)

4. Consideration should be given to the creation of a community land trust or other quasi-public or nonprofit entity which could accept land that will be proffered or otherwise provided for affordable/workforce housing, thereby facilitating the financing and construction of such units at Tysons.

Staff Comment on Affordable Housing

Providing a range of affordable housing opportunities will directly benefit employers and businesses in Tysons. The Policy Plan supports the concept of nonresidential development contributing to the creation of affordable/workforce housing. We have had some recent success in getting monetary contributions supporting affordable housing in Tysons, and think that this new Plan is an opportunity to state that nonresidential development should contribute land or money to create affordable and workforce housing opportunities in Tysons.

Green Buildings

All new buildings at Tysons must receive green building certification under an established rating system like the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program or the equivalent. Buildings certified at higher levels will receive additional density as follows.

1. Buildings certified LEED Silver or the equivalent may achieve a 6% increase in total allowable FAR.
2. Buildings certified LEED Gold or the equivalent may achieve an 8% increase in total allowable FAR.
3. Buildings certified LEED Platinum or the equivalent may achieve a 10% increase in total allowable FAR.

Staff Comment on Green Buildings

While staff fully supports the provision of green buildings and the concept of using bonus intensity to encourage green building attainment in Tysons, it is not clear that the bonuses recommended by the Task Force are proportionate to the cost of meeting the certification level that is required. For example, recent County policy calls for LEED certification in all Mixed-use Centers including Tysons without any bonus provision. In addition, many federal agencies and state and local governments, including Fairfax County, have committed to a standard of LEED Silver for public buildings recognizing that the costs can be offset by the energy savings over time. So it is not clear that a 6-10 percent bonus is needed to encourage green building attainment at the Silver, Gold and Platinum levels. Arlington County's bonus density of between 0.15 and 0.35 FAR is roughly half the size of the bonus proposed for Tysons at the Metro stations.

Also, because the Tysons bonus is a set percentage that is applied to different intensity levels the incentive for developing a green building next to the Metro is greater than that for a building located further away. Since the expectation is for green building development throughout Tysons, a bonus based on a set increase in FAR (as is used in Arlington) may be a better way to encourage green building attainment equally in Tysons.

Parcel Consolidation and Coordinated Development Plans

Because Tysons is already developed, proposals to redevelop individual parcels could be a barrier to implementation. Extensive proposals for individual parcels will make it difficult to redevelop Tysons in a coordinated way, especially as it relates to the grid of streets. In some cases, parcel consolidation may be necessary to allow for redevelopment to occur in a coordinated way and for planning objectives to be achieved.

Parcel consolidation should allow projects to function in a well-designed, efficient manner. In most cases, consolidation should be sufficient in size to provide redevelopment in several phases, which are linked to the provision of public facilities and infrastructure and/or to attainment of TDM objectives. Through parcel consolidation, parcels can be replatted and a grid of streets can be planned in a way that enhances the value of the land and provides greater connectivity and consistency with the Tysons Plan.

If parcels cannot be consolidated, development plans of adjacent parcels should be coordinated to ensure that the projects function in a well-designed, efficient manner and do not preclude development on adjacent parcels from developing in conformance with the Plan.

Staff Comment on Parcel Consolidation and Coordinated Development Plans

District Plan text has been drafted with recommendations for minimum acreages for consolidation. A minimum consolidation of 15 or 20 acres in areas proximate to Metro stations is recommended to ensure the provision of the pedestrian environment, vehicular circulation, and open space amenities that are envisioned for the transformed Tysons. Development plans that are submitted for coordinated review and consideration will be an effective way to address infrastructure needs in an area, particularly those that require cooperation and commitments by multiple property owners to satisfy.

Existing Uses and Buildings

In many instances, the existing development in Tysons is not consistent with the long-term vision for the area. The intent of the Plan will be to not interfere with the continued use of these existing land uses or buildings. However, any redevelopment of the site or adaptive reuse or expansion of the buildings must be consistent with the overall vision for Tysons.

Phasing Development with Public Facilities, Infrastructure and Amenities

A dynamic and evolving phasing plan tying redevelopment to specific public improvements is critical to ensuring the transformation of Tysons. Growth should take place concurrently with the grid of streets, Metrorail, the circulator system and other transportation improvements. Similarly, redevelopment should be accompanied by the phased construction of the parks and open space network and enhanced stormwater management facilities. Finally, public amenities like a library/performing arts center, police/fire station, and schools should be planned to open when significant residential redevelopment at Tysons generate demand for those facilities.

Incentives to facilitate development as identified by the phasing plan should be used in the design review process.

Staff Comment on Linking Infrastructure with Development

In order to phase development through the review of individual development applications, specific links will need to be established between development and the availability of supporting infrastructure. For example, the ultimate redevelopment of a Metro station area assumes that the area will be served by Metro as well as a full network of supporting roadway and transit improvements. Therefore, a phasing concept for property near Metro stations could be as follows. The first phase of development might be linked to the completion of Phase I Metrorail to Tysons. The second phase might be linked to the completion of specific enhancements to the transportation system for Tysons, such as road improvements, connecting network of streets and highway ramps providing improved access to the Beltway or Toll Road. A third phase might be linked to the completion of Phase II Metrorail to Dulles Airport.

The basis and elements of the phasing strategy and plan will be informed by the results of the analysis of transportation and other public facilities that is underway. Changes to this draft Plan text will need to be made as we determine what the specific development thresholds are with respect to necessary facilities.

TRANSPORTATION

Today, Tysons is a place designed primarily for cars. Transportation in the future must give people choices for getting around Tysons. That means a balanced transportation system that moves people within Tysons via an enhanced connected network of walkable streets, bike lanes, and a robust transit network and moves automobile traffic more efficiently to and from Tysons. The planned extension of the Metrorail system, with four Metrorail stations in Tysons, offers an opportunity to create a well-balanced, interlinked, multimodal transportation network in Tysons.

Creating a livable and walkable place will require that the needs of pedestrians, bicyclists, and an effective circulation system be given priority in many circumstances over the need to move people exclusively by automobile. Streets are not just for vehicles; they also help define the quality of the public realm. Remaking Tysons into a great urban center will require balancing safety, mobility, community and environmental goals in all transportation planning for Tysons.

In order to be successful, a fundamental transformation of Tysons' transportation system will be required. Several transportation elements will be created and/or enhanced. The current superblock street network will be transformed into a manageable grid of streets to direct local traffic onto local streets and create more pathways for traffic flow and a safe, accessible pedestrian and bicycle environment.

Streets will become complete streets, designed to create a sense of place and promote walking. The transit system will serve regional trips with Metro and buses to

Tysons. For trips within Tysons, a circulator system will allow frequent, quick and inexpensive movement within Tysons and easy connections to regional transit systems.

A neighborhood feeder bus network will connect other parts of the region to Tysons. Enhancements to the automobile network, such as improved Beltway crossings and traffic signal systems will move traffic more efficiently around Tysons.

PUBLIC TRANSPORTATION

Public Transportation Goals [To Be Determined]

Metrorail

The extension of Metrorail into the Dulles Corridor, with four stations located within Tysons, will offer mobility and accessibility from many portions of the region to Tysons. More importantly, Metrorail will provide the necessary alternative to the automobile in order for Tysons to retain its economic viability and achieve its full potential. The Metrorail service will also provide greater opportunities for people to reside in Tysons and use transit for much of their daily travel.

Many actions will need to be undertaken to improve mobility and accessibility within Tysons. The Metrorail extension cannot do it on its own. Transit services, complementary to Metrorail, should be introduced and be operational when Metrorail begins passenger service in 2013. These transit services should not only provide circulation within Tysons, but also provide connections from surrounding communities, *(Staff note: Rail alignment and station map will be added.)*

It is anticipated that Metrorail service will operate seven days a week from 5:00 am until at least 12 midnight. During rush periods, trains will operate seven minutes apart to provide frequent and reliable service to commuters and the Tysons workforce. During the midday, nights, and weekends trains will operate at off-peak service with trains operating every 12 minutes. Neighborhood feeder bus services and internal Tysons shuttle bus and circulators should operate with 10 to 14 minute frequency during rush periods and at lower frequencies during the remainder of the day. Service schedules should be coordinated with train arrivals and departures at the four Tysons stations.

System of Circulators

In order to increase the use Metrorail when traveling to and from Tysons as well as traveling within Tysons, it is essential to provide a system of transit circulators. The circulators therefore will have two main functions:

1. To provide quick and convenient access for Metrorail passengers to and from locations within Tysons that are beyond walking distance from the Metrorail stations.
2. To provide a quick and convenient way to travel within Tysons.

Staff note: It is important to emphasize the importance of the circulators' role in increasing Metrorail passengers.

The circulators will target commuter, retail, and other non-work trips, such as errands that need to be run during the work day. The circulators provide the opportunity to be "form-giving", meaning that increased densities and a mix of uses within 600 feet of the circulator route can give more people access to the regional rail system without getting into their cars, making it more likely that people who live or work beyond walking distance of a Metrorail station will chose to take transit. The increase in density will be proportionate to the reduction in vehicle trips generated by land uses within 600 feet of the circulator routes.

A system of three circulator routes is proposed to connect most of Tysons, specifically the North Central, East Side and Old Courthouse districts, with the four Metrorail stations and other districts in Tysons. To facilitate use of the circulator system, it will be integrated with all other transit serving the greater Tysons area, and be accessible, frequent, and convenient for users. In order to accomplish this goal, the circulators should operate in their own dedicated right-of-way for as much of the proposed routes as possible. The circulator will evolve from bus shuttle services serving the Metrorail stations immediately after the opening of rail service to Tysons. This evolution will most likely take a few phases, from buses operating in mixed traffic to buses operating on exclusive right-of-way to (when feasible) a fixed guideway operating on exclusive right-of-way. A storage and maintenance facility within Tysons will be necessary to support a fixed-guideway system. The conceptual circulator routes are shown in Map 5. The map shows the general location of the circulator routes; the ultimate alignment may change based upon the ease of acquiring the necessary right-of-way.

Analyses of potential "form-giving" circulator routes will consider the following guidelines:

- The circulators should extend the reach of the Metrorail System and connect the various districts within Tysons.

- Each circulator route should connect with at least two Metrorail Stations.

- The connection with the Metrorail station should be as close as possible to the station entrance. If the circulator route cannot be adjacent to the station entrance, a clear visual connection should be maintained for the convenience and perceptions of the users.

- The circulator system should increase all non-auto trips. In addition to increasing transit mode share and decreasing vehicle use by making travel within Tysons, as well as travel to and from Tysons, more attractive, circulators work as a pedestrian accelerator, making walking more convenient and easy.

- The circulator route should include service to locations with higher existing concentrations of trip origins (e.g. Freddie Mac, Gannett) and future high concentrations of residential and employment areas.

- Development along circulator routes that approaches the edge of Tysons will be subject to height limitations.

- Some overlap of circulator routes will be desirable to facilitate car maintenance if a fixed guideway system is implemented.

- The circulators will reflect industry best practices.

- The circulators should operate in their own dedicated right-of-way for almost all of the proposed routes. If the circulators use a median (existing or planned), the need for additional right-of-way required can be minimized.

- The circulators should preferably travel in both directions on each of the proposed circulator routes to maximize accessibility to the four Metrorail stations.

- Circulators should be compatible with the character of the surrounding neighborhoods.

Staff Comment on Proposed System of Circulators

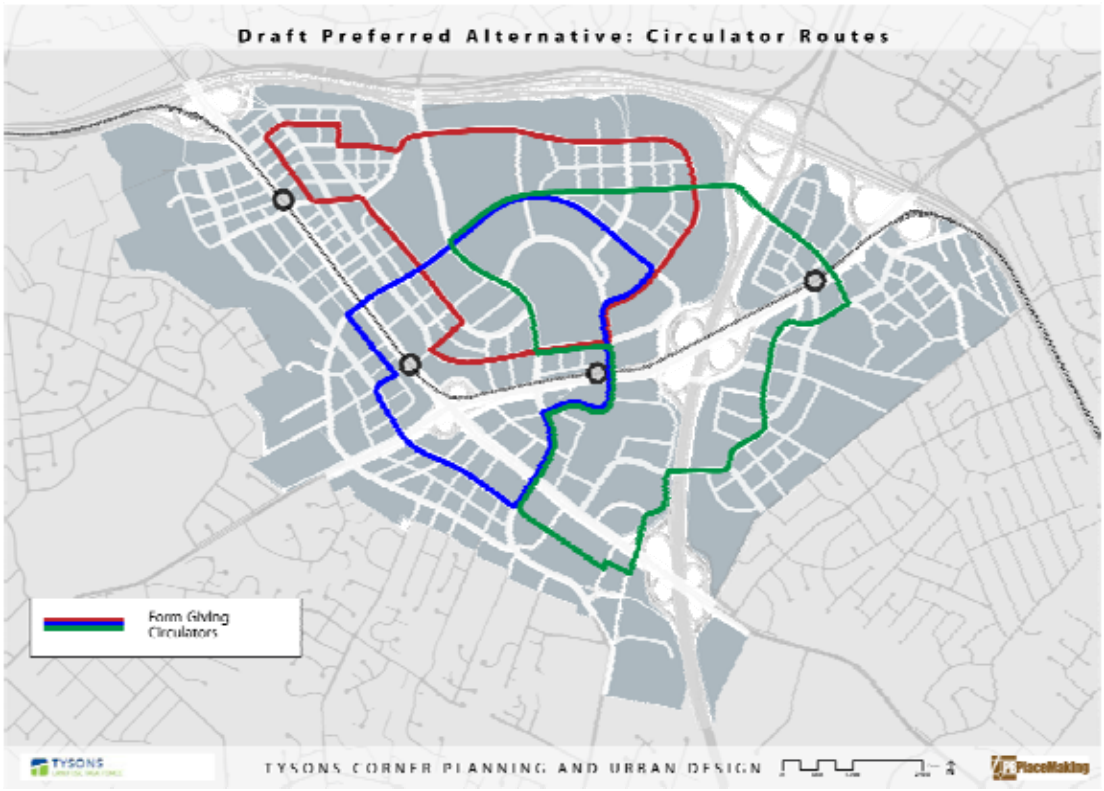
The vision of a transformed Tysons calls for transit services linking the four future Metrorail stations with the rest of the Urban Center. As described above, these services may begin as shuttle buses serving Metro stations and evolve over time. A second phase may be buses operating in mixed traffic. A third phase may be buses operating on exclusive rights-of-way, followed by a fixed guideway system operating on exclusive rights-of-way.

The vision includes three circulator routes, serving the North Central, East Side and Old Courthouse districts. It further calls for increased intensity within 600 feet of the proposed circulator routes.

Before recommendations for increased intensity can be planned along proposed circulator routes, detailed studies that will identify transit mode(s), system characteristics, and preferred route alignments must be undertaken. These should include analyses of the economic feasibility of one, two or three circulator routes, estimating the capital costs, operating costs, and costs to acquire right-of-way. Funding sources should be identified, since fare-box revenues are not expected to cover even the operating costs for circulators.

Studies should also be made of the likely ridership for one, two or three circulator routes, and how each route will contribute to Metro ridership and increased mobility within Tysons. Once the circulator studies have been completed and synthesized, consideration can be given to modifying the Plan to reflect the desired physical and operational characteristics of the transit circulators, and under what circumstances additional density should be planned for properties proximate to a circulator.

Map 5
Potential Circulator Routes



Local Bus Service

Over one dozen bus routes currently serve the Tysons area, with about two-thirds of these routes being operated by WMATA and the others by the Fairfax Connector. These routes connect Tysons to the Metrorail system and directly to various parts of northern Virginia, including McLean, Falls Church, Vienna and Arlington. Most of the routes stop at the Tysons Corner Center and some routes provide connections to various parts of Tysons. Overall, though, these bus routes do not provide an effective circulation function within Tysons.

When the Metrorail extension opens, these routes will be realigned to provide better service to the proposed Metrorail stations, and other existing routes may be eliminated and replaced by the modified routes or the extended Metrorail service. Bus service frequencies will also be modified for other routes to achieve consistency with

new transit service in the corridor, to better coincide with Metrorail headways and to reduce duplication of service where it exists. The County is drafting a detailed bus service plan for Tysons as part of its 10 year Transit Development Plan and this plan will guide the revamping of bus service for Tysons.

THE STREET NETWORK

Overview

The following principles are adopted from the document "Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, " published by ITE in 2008. They describe an approach to the planning and design of urban street networks:

- Street network planning should address mobility and access needs associated with passenger travel, goods movement, utilities placement and emergency services.
- The reservation of right-of-way for the ultimate width of streets should be based on long term needs defined by objectives for community character and mobility.
- Street network planning should be refined and updated to define alignments and establish the role of streets as more detailed planning and development occurs.
- Street networks should provide a high level of connectivity so that drivers, pedestrians and transit users can choose the most direct routes and access urban properties. Connectivity should support the desired development patterns. Street networks should provide intermodal connectivity to easily transfer between modes.
- Build street network capacity and redundancy through a dense, connected network (a grid) rather than through an emphasis on high levels of vehicle capacity on individual arterial facilities. This approach ensures that the street network can support other objectives such as pedestrian activity, multimodal safety and support for adjacent development.

Context Sensitive Solutions

It is recommended that Context Sensitive Solutions (CSS) be applied in the planning and design of transportation projects in Tysons. ITE describes CSS as a process of balancing the competing needs of many stakeholders starting in the earliest stages of project development. It is also flexibility in the application of design controls, guidelines and standards to design a facility that is safe for all users regardless of the mode of travel they choose. CSS tries to achieve the following:

- Balance safety, mobility, community and environmental goals in all projects.
- Involve the public and stakeholders early and continuously throughout the planning and project development process.

- Use an interdisciplinary team tailored to project needs.
- Address all modes of travel.
- Apply flexibility inherent in design standards.
- Incorporate aesthetics as an integral part of good design.

Grid of Streets

Tysons currently consists of large (super) blocks with a relatively small number of streets. This places excessive reliance on the street system to move vehicle traffic, and the large block size inhibits transit use, pedestrian and bicycle movement. A grid of streets with smaller block size is typical in urban areas. It disperses vehicle traffic and improves mobility for pedestrians and bicyclists. A smaller block size will make a more walkable Tysons by creating convenient and short walk distances. The recommended grid of streets concept is shown in Map 6.

The enhanced street network concept will provide for greater network density and more direct connections between various locations as well as better accommodating both cars and pedestrians. It will be based on a network of secondary (i.e., local and collector) streets, providing options for people to choose from, not just a few major arterials. Research and experience indicates that the pattern of streets in an area greatly influences travel patterns in a community. In areas with a fine grid of streets and a mix of land uses, people use transit more and take up to half as many auto trips than their neighbors in typical suburbs.

The grid of streets will be supported by a street hierarchy that allows different types of trips to use different streets. People wishing to travel across Tysons can choose to use a major arterial, such as Route 7. Others who only need to travel a couple of blocks will have a choice to travel on a smaller street within the grid of streets.

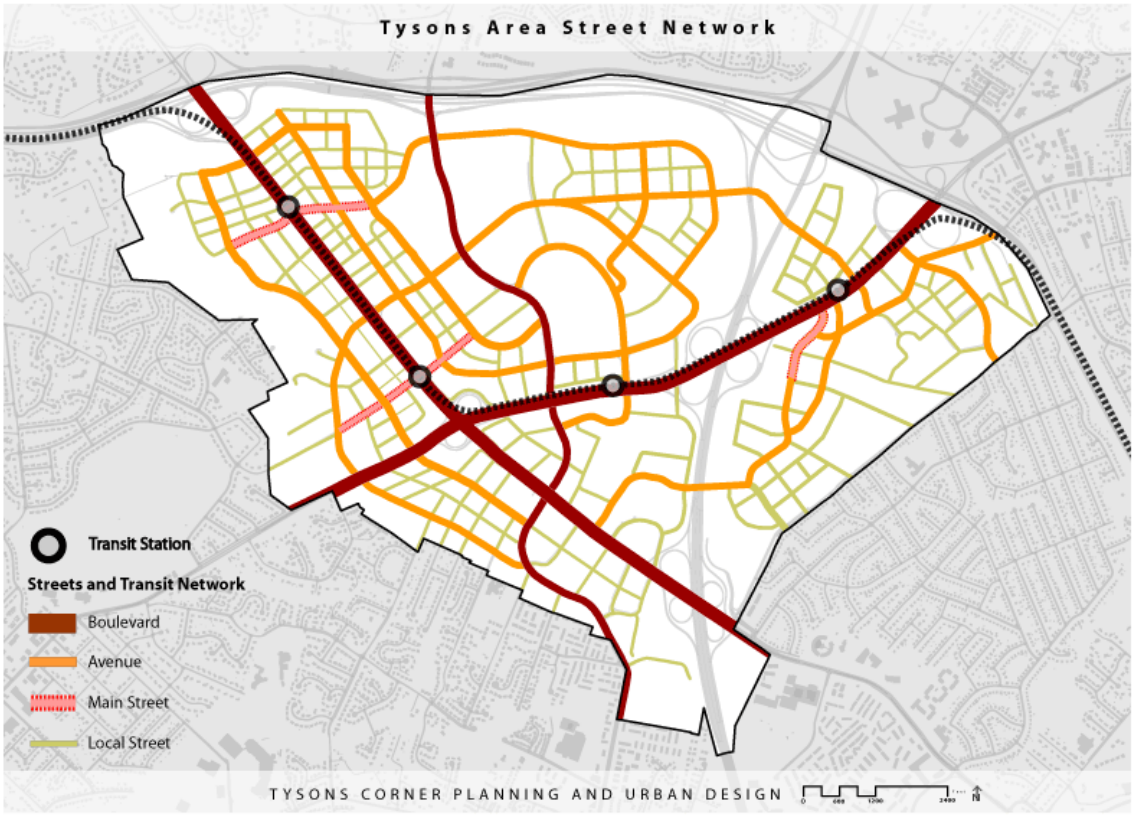
(Staff note: Table to be inserted showing relationship between hierarchy of streets at Tysons and County's current terminology.)

Staff Comment on Official Map

The proposed "Grid of Streets" is critical to the future form and function of Tysons. The implementation of this network of arterials and local streets will be extremely challenging. Consideration should be given to creating and adopting an "official map" of public streets in Tysons. An official map is an accurate description of planned public streets that is adopted by a locality. This map will establish the location and character of the public street network. It should be created with input and cooperation from local landowners, the Virginia Department of Transportation, and the Fairfax County Department of Transportation.

The official map should be based on preliminary engineering and design, in order to determine what is feasible to implement in each district. Adoption of an official map could be an important implementation tool that will help in the review of development applications. Cooperation among property owners in a district is essential to success in implementing a grid of streets. There should be commitments and partnerships among property owners in order to consider Plan-related densities that are dependent upon a grid of streets.

Map 6
Conceptual Grid of Streets



(Staff Note: Map will be revised to reflect further refinement of the street hierarchy and the proposed alignments of improvements based on additional engineering and other feasibility analyses.)

Street Types and Design Guidelines

Street types describe the street as an element of the comprehensive framework of Tysons. Street types respond to the needs of traffic from vehicles, bicycles and pedestrians. An array of street types in Tysons has been identified, with a conceptual overview of each type's functionality, cross-section, scale, modal mix, and character provided below.

Staff Note: In some cases, street section graphics are inconsistent with the text. Both the graphics and text need further refinement.

Boulevards

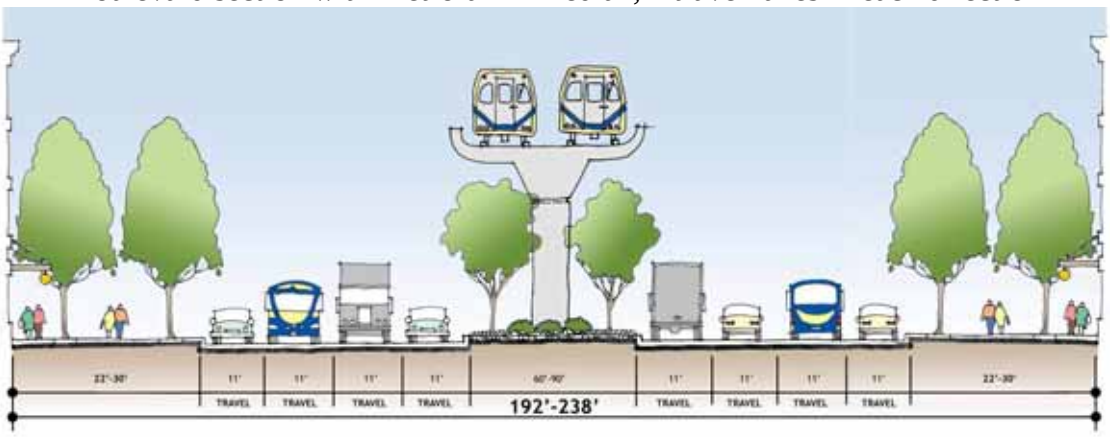
Boulevards will be the most important multi-modal connectors and thoroughfares within Tysons. In addition to carrying the largest volume of automobile traffic they also have the ability to accommodate the Metrorail, circulator, bus, bike, and pedestrian modes within their rights-of-way. Route 7 and Route123 (both primary arterials) and International Drive (a minor arterial) will be the boulevards, connecting Tysons with the surrounding communities and the rest of the metropolitan region via the Dulles Toll Road and the Beltway.

Boulevards will have three to four travel lanes in each direction and are divided by a wide median that, in addition to being a pedestrian refuge, will also accommodates the Metrorail on portions of Routes 7. In addition, boulevards will have wide sidewalks with street trees and bike lanes on each side. Some portion of boulevards may include dedicated lanes for the circulator system. (See the Urban Design section for boulevard streetscape guidelines.)

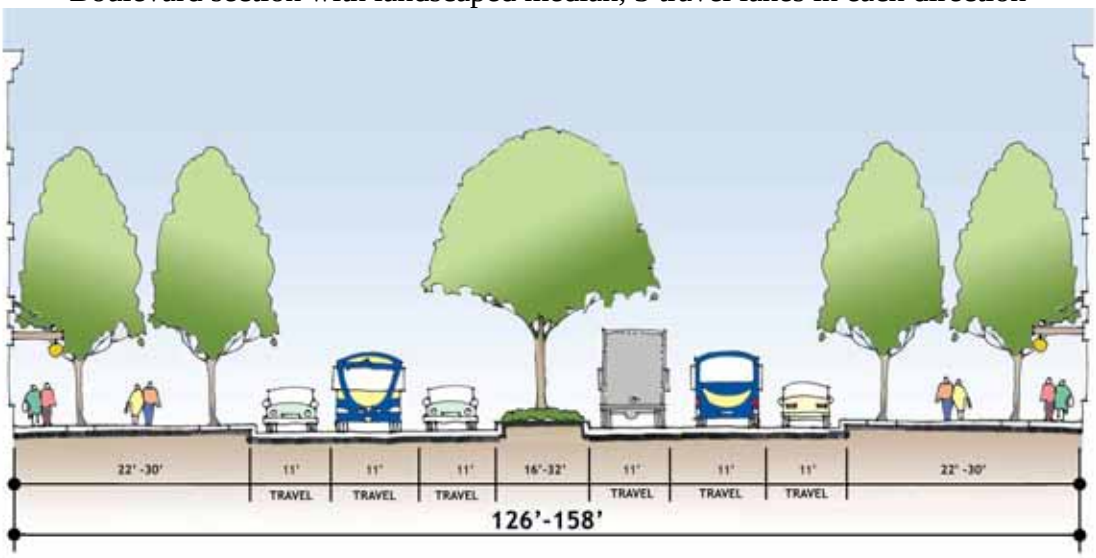
Cross section dimensions:

- 60 to 90 foot medians (with Metrorail).
- 16 to 32 foot median (without Metrorail). Allows for safe pedestrian refuge and one or two left turn lanes. The wider (32 foot) median can accommodate the Circulator.
- 3 to 4 lanes per direction (11 feet for each lane is desirable).
- 5 foot on-road dedicated bike lane per direction, where applicable.
- 22 foot minimum roadside width (edge, furnishings/planting strip, sidewalk and frontage zones).

Boulevard section with Metrorail in median, 4 travel lanes in each direction



Boulevard section with landscaped median, 3 travel lanes in each direction



(Staff note: Changes to the cross-section dimensions may be needed based upon further evaluation and/or road geometric requirements.)

Avenues

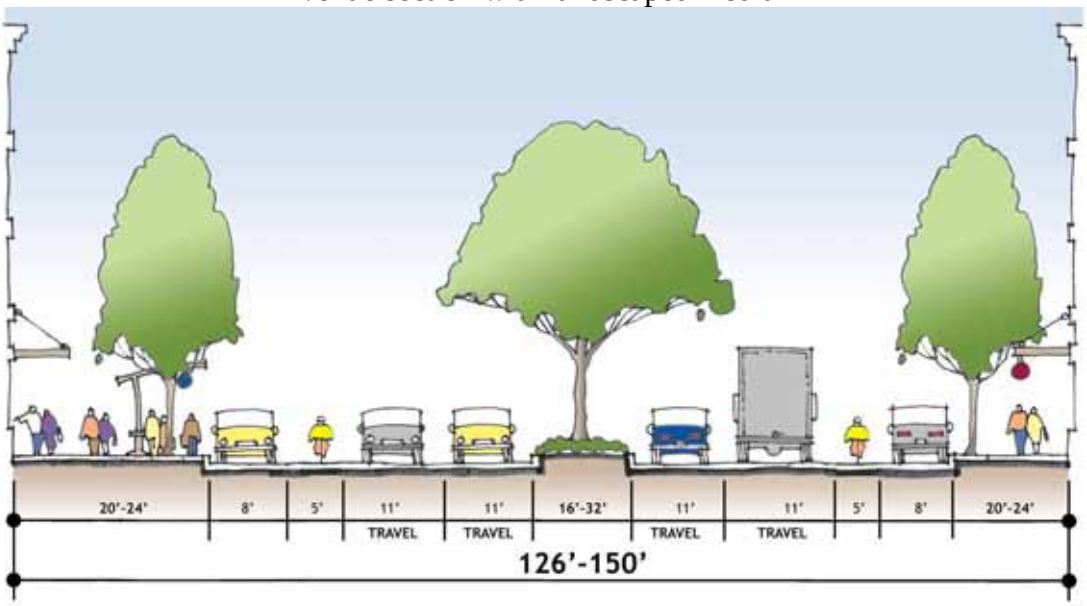
Avenues within Tysons can play a role in taking the pressure off of the boulevards by diverting vehicular traffic from the boulevards to the avenues. Portions of avenues will also accommodate circulators and provide desirable addresses to new business and residential development. Boone Boulevard, Greensboro Drive, Spring Hill Road, Jones Branch Drive, and Westpark Drive are examples of avenues that will be within Tysons. These streets will generally have two travel lanes in each direction, on-street parking, wide sidewalks, and may in some instances include bike lanes.

Additionally, avenues extend into the interior of Tysons, connecting the residential and employment uses in the non-station areas with the Metro station areas. Uses and character of avenues will range from transit oriented mixed-use with street level retail within the station areas, to neighborhood residential within non-station areas like East Side and North Central. Many portions of the avenues could also accommodate circulators on shared or dedicated lanes. (See the Urban Design section for avenue streetscape guidelines.) .

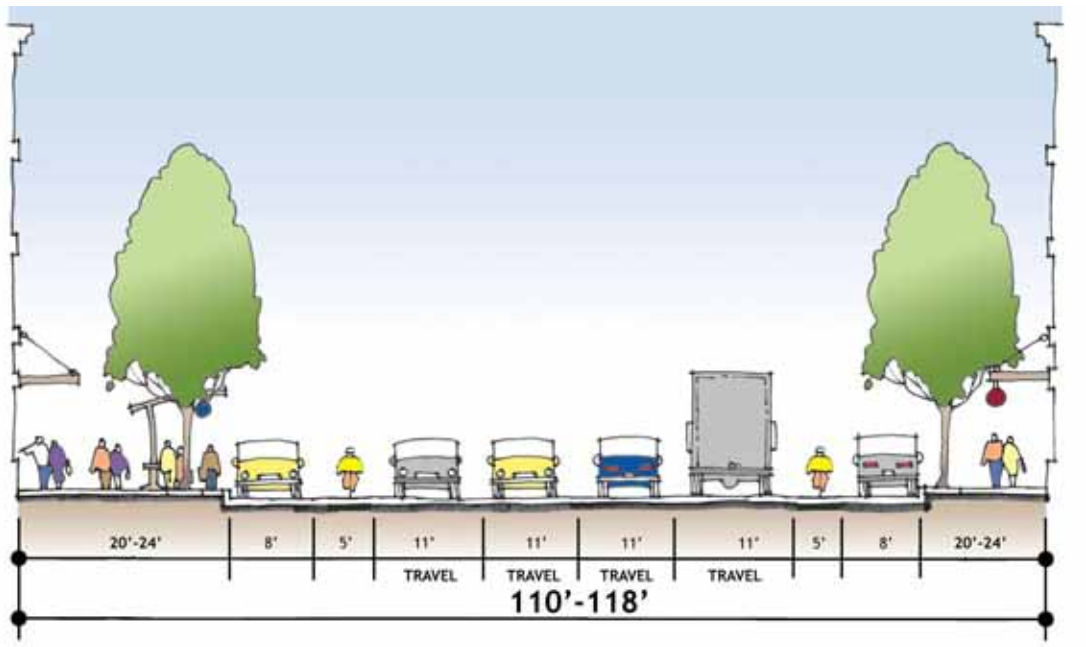
Cross section dimensions:

- 16 to 32 foot median. Allows for safe pedestrian refuge and one left turn lane. The wider (32 foot) median can accommodate the Circulator.
- 2 travel lanes per direction (11 feet for each lane is desirable).
- 8 feet for on-street parallel parking per direction
- 5 feet for on-road dedicated bike lane per direction.
- 20 foot minimum roadside width (edge, furnishings/planting strip, sidewalk and frontage zones).

Avenue section with landscaped median



Avenue section without median



(Staff note: Changes to the cross-section dimensions may be needed based upon further evaluation and/or road geometric requirements.)

Main Streets

Main streets (or retail streets) within Tysons will be special streets generally extending almost a quarter-mile out perpendicular to the stations or within close proximity of the station areas. They will carry very slow-moving traffic with retail uses such as restaurants, coffee shops, and bookstores on either side at street level and office or residential uses on upper levels.

Main streets typically have one or two travel lanes on either side. They are slow-moving lanes with traffic calming elements such as bulbouts at intersections, frequent pedestrian crossings with paver blocks, and diagonal or parallel on-street parking and bike lanes. They have wide sidewalks rich with carefully designed landscape elements and street furniture to maximize walkability. The building facades at pedestrian level should have a minimum of 70% of their surfaces punctuated with entrances, windows, show windows and other interactive elements. (See the Urban Design section for main street streetscape guidelines.)

Should grade-separated interchanges be constructed on Route 7 and Route 123 near the Tyson Central 7 and Tysons Central 123 Metro station, these main street guidelines may no longer apply. The right-of-way needed to construct these interchanges will be greater than what is depicted in the cross-section, Figure XX.

Dimensions to Consider for Cross Sections

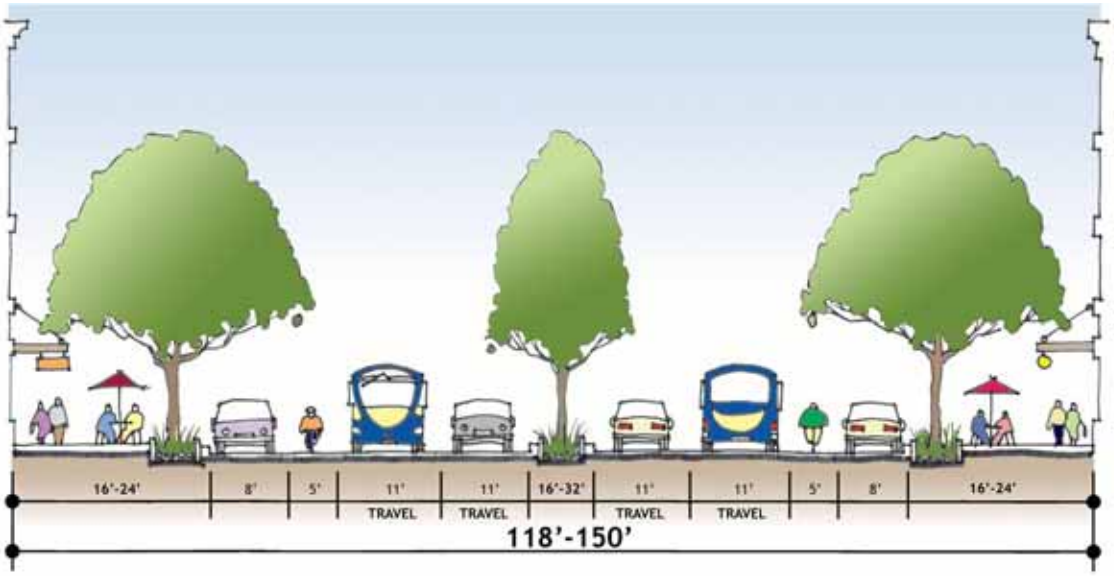
Main Streets with Parallel On-Street Parking

- 16 to 32 foot median. The wider (32 foot) median can accommodate the Circulator
- 2 travel lanes per direction(11 foot lanes are desirable)
- 8 feet for on-street parallel parking per direction
- 5 feet for on-road dedicated bike lane per direction
- 16 foot minimum roadside width (edge, furnishings/planting strip, sidewalk and frontage zones).

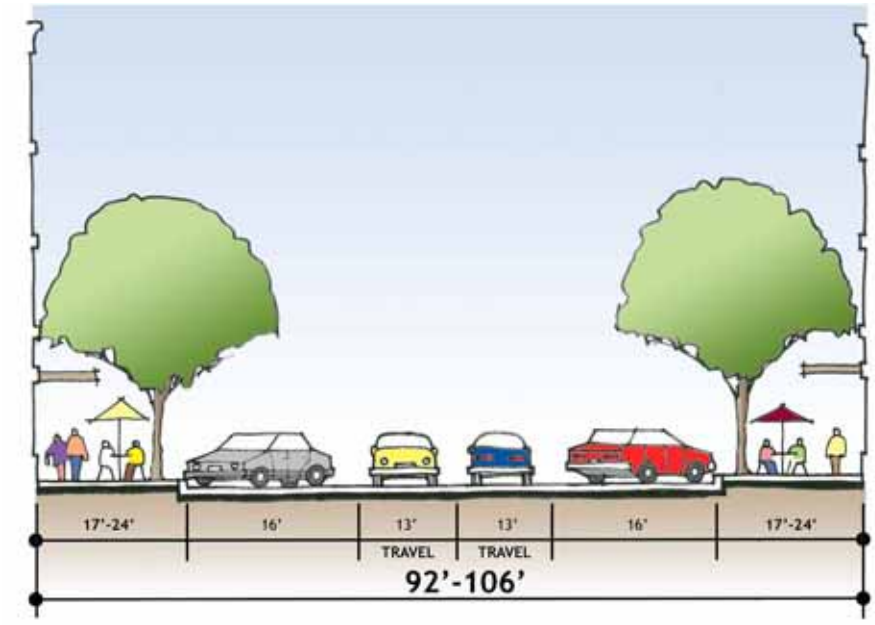
Main Streets with Angled On-Street Parking

- No medians
- 1 travel lane per direction (13 foot lanes are desirable to accommodate bikes)
- 16 foot on-street angled parking per direction
- 17 foot minimum roadside width (edge, furnishings/planting strip, sidewalk and frontage zones).

Main Street section with landscaped median, parallel parking



Main Street section without median, angled parking



(Staff note: Changes to the cross-section dimensions may be needed based upon further evaluation and/or road geometric requirements.)

Local Streets

Local streets will be generally the lowest volume streets within Tysons. They carry slow-moving traffic and will have frequent crosswalks, stop signs and other traffic calming elements. They will serve residential and/or employment uses on either side with entrances and windows opening on the sidewalks. Local streets will typically connect with boulevards and avenues.

Local street sections are generally narrow with one lane in either direction and flanked by on-street parking on either side. Sidewalks are a minimum of 7 feet wide lined with tree planters and other landscape elements.

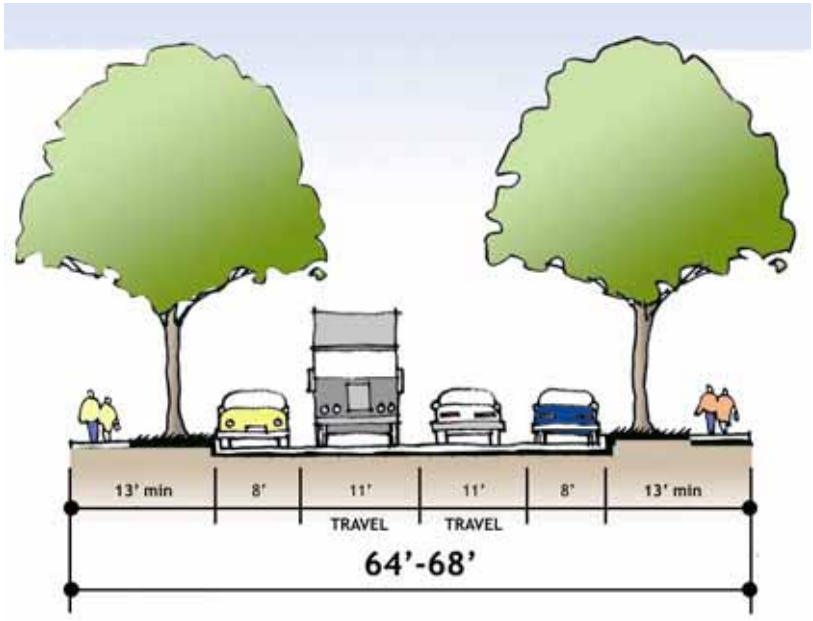
Dimensions to Consider for the Cross Section

- No medians should be considered.
- 1 travel lane per direction (11 foot lanes are desirable)
- 8 foot on-street parking per direction
- 13 foot minimum roadside width (edge, furnishings/planting strip, sidewalk and frontage zones).
- No bike lanes

In addition to the above streets, residential streets will be located throughout Tysons and will be an important element of the street network. The location and design of residential streets will be addressed with the creation of the district plans. Streets in Tysons will be designed as complete streets, addressing the pedestrian experience and contributing to creating great places. In a TOD, streets will need to be great places for walking, for commerce, for casual interaction and for moving traffic.

Urban design guidelines for streets, including enhanced pedestrian elements, such as sidewalks buffered from traffic by street trees, and bicycle enhancements, such as separate bike lanes, address the elements of a complete street. Although typical street cross sections are included for the hierarchy of streets described above, final street designs may include some slight variations (such as lane or sidewalk width, building setback, etc.) reflective of the changing context of the street as it passes through the many neighborhoods and districts within Tysons.

Local Street section



(Staff note: Changes to the cross-section dimensions may be needed based upon further evaluation and/or road geometric requirements.)

Further Aspects of the Street Network

In a TOD, streets will need to be great places for walking, for commerce, for casual interaction and for moving traffic. Although typical street cross sections are included for the hierarchy of streets described above, keep in mind that final street designs may include some slight variations (such as lane or sidewalk width, building setback, etc.) reflective of the changing context of the street as it passes through the many neighborhoods and districts within Tysons.

Highway Connections and Beltway Crossings

Physical improvements to the roadway and transportation infrastructure can have a big impact on the efficiency of the transit system and the attractiveness and safety of the pedestrian and bicycling network. In addition to the grid of streets, several improvements are recommended in the Transportation Plan:

- Beltway crossing at Scotts Run (High Occupancy Toll), including pedestrian and bicycle access;

- Beltway crossing from Old Meadow to the vicinity of Tysons Corner Center (possibly limited to transit, pedestrians and bicyclists);
- Ramps at Jones Branch Drive to Dulles Toll Road (Westbound);
- Ramps at Greensboro Drive/Tyco Road to Dulles Toll Road (both Eastbound and Westbound);
- Ramps at Boone Boulevard to and from Dulles Toll Road (Westbound);
- Interchange improvements at Dulles Toll Road and Route 7; and
- Interchange improvements at Dulles Toll Road and Spring Hill Road.

These improvements need to be designed to fit into the new Tysons, sensitive to the context in which they will be implemented and supportive of the walkable nature of transformed area.

(Staff note: These improvements are being evaluated in an engineering feasibility study. A final list of recommended improvements will be developed later.)

Pedestrian and Bicycle Network

(Staff note: Conceptual bike plan map of Tysons to be inserted.)

Tysons today is not a place where most people walk or bike. Connections, sidewalks and bike lanes are limited, and the amount of auto traffic makes walking or biking unpleasant. Through the grid of streets, the pedestrian and bicycle network will be enhanced and the mode share of non-auto trips increased. The street network and the associated street types will create better connections and provide a safer environment for pedestrians and bikes by providing sidewalks and dedicated bike lanes.

As the grid of streets is refined and detail added, careful thought should be given as to how pedestrians and bicycles will be integrated into the street grid, and how connections will be made to transit. In general, the pedestrian and bicycle network should be more extensive closer to the transit stations, with alleys and dedicated bike and pedestrian paths mid-block. The map above/below shows a general concept for provision of bicycle facilities in Tysons. Provision for bicycle facilities should be coordinated with the efforts of the Fairfax County Bicycle Initiative. Once a Tysons Corner bicycle plan has been completed and adopted, it should take precedence over any general concept plan.

In addition to an easily accessible pedestrian and bicycle network, a number of facility improvements will encourage people to walk or cycle more. A number of these improvements will be relatively inexpensive and easy to implement. Some will be policy-driven and others will be simply providing facilities for pedestrians and bicyclists

such as bicycle racks at appropriate locations and pedestrian countdown signals at specific intersections to encourage non-motorized travel and to make it easier and safer for pedestrians and cyclists. Bicycle racks and other storage facilities should be located near transit stations and building entrances wherever possible. One or more "bike stations" in Tysons should also be incorporated as there will be a high enough population of bicycle riders to support such a facility.

PARKING

In 2009 Tysons had more land devoted to cars than to people with approximately 167,000 parking spaces covering 40 million square feet. This amount of parking far exceeds what is necessary for adequate parking. Much of this has occurred because there is no convenient internal circulation system or adequate pedestrian-friendly street and sidewalk network in Tysons. Additionally, there is limited inter-parcel access and shared-use parking; thus each development provides parking for its own peak demand.

"Right-sizing" parking (i.e., providing only as many parking spaces as are needed for each use) will reap many advantages in creating a more walkable environment. Providing transit service, an effective mix of uses, and an appropriate network of sidewalks will reduce car use and, consequently, the need to provide parking.

Land uses in transit-oriented developments require fewer parking spaces than conventional developments. TODs often have parking maximums to prevent building more parking than is needed (and to save development costs and further encourage transit use). Parking should be treated as a common resource for multiple uses within the different districts in Tysons, rather than thinking about parking as a requirement of each individual use - an approach that often leads to oversupply and wasted use of resources.

A change in philosophy of regulating parking is needed to put Tysons on the forefront of responsible growth. Parking in the TOD areas should follow the experience of successful TOD areas around the country by limiting the amount of parking required near rail stations. Minimum parking requirements should be reduced from countywide standards within 1/4 mile of rail stations. A lesser reduction to minimum requirements should be made for uses within1/2 mile of rail station entrances. To avoid oversupply of parking, maximum parking requirements should be set for TOD areas.

(Staff Note: Fairfax County's TDM Study, when completed, will suggest specific parking rates for TOD areas such as Tysons. These rates can be used for updating Tysons parking requirements in the Zoning Ordinance.)

Additional methods will be available to ensure the appropriate amount of parking is provided, including:

- encouraging shared parking arrangements
- encouraging formation of parking management districts to provide and manage shared parking among diverse uses and over large areas
- encouraging parking reductions for strong TDM commitments
- securing parking management agreements such as parking pricing
- "unbundling" parking from commercial and residential leases and sales
- encouraging on-street parking, where appropriate, and counting those spaces towards parking requirements
- encouraging "Smart Parking" technology to maximize parking utilization
- encouraging preferential parking for carpools, vanpools, and carsharing vehicles

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) refers to a variety of strategies aimed at reducing the demand on the transportation system, particularly to reducing single occupant vehicles during peak periods, and therefore using the existing transportation system more efficiently. When the four Metrorail stations open in Tysons and denser mixed-use transit-oriented development is constructed surrounding the stations, a substantial percentage of travelers are expected to commute via Metrorail without any TDM programs in place. A broad, systematic, and integrated program of TDM strategies throughout Tysons can further reduce peak period single occupancy vehicle trips, as well as increase the percentage of travelers using transit and non-vehicular modes of transportation. TDM programs should embrace the latest information technology techniques to enhance telework and provide sufficient information to enable commuters and other tripmakers to choose travel modes, times to travel, or decide if travel is actually necessary at that time.

A large component of TDM will be the promotion of the programs to the various stakeholders within Tysons. TDM will also be applied through the rezoning process. Areas closest to the Metrorail stations should have higher transportation demand management requirements. Within ¼ mile of the stations, development should provide the greatest incentives to reduce single-occupant vehicle commuting.

(Staff Note: Targets for TDM programs need to be added based on the results of the transportation study.)

Examples of TDM programs are below:

- Transit and vanpool subsidies
- Pre-tax deduction of transit and vanpool fares
- Carpool and vanpool matching service
- Shower and locker facilities for bicyclists and walkers
- Secure and weatherproof bicycle parking
- Carpool and vanpool preferential parking
- On-site carsharing vehicle
- Employee shuttle
- Emergency Ride Home (ERH) program
- Commuter information center (bulletin board, web site, brochure table)
- Employee Transportation Coordinator (ETC)
- Flexible or alternative work hours
- Telecommuting program

LEVEL OF SERVICE

Impacts on Roads

Where applicable, a higher level of delay (LOS E) is acceptable for vehicular traffic. At locations where a LOS E standard cannot be attained or maintained, remedies should be considered and provided to offset impacts, using a tiered approach as described below. Land use changes, off-site improvements, and/or contributions toward future improvements in lieu of intersection mitigation should be considered. These remedies should help reduce or mitigate area traffic, and/or improve the future accessibility or capacity of the transit and/or roadway system serving the area where the development is located.

Mitigation of problem locations should follow the following sequence:

1. First, determine whether addition of capacity and/or increased operational efficiency is possible.
2. Failing that, decrease future site-generated traffic by: reducing the intensity of development, changing the mix of land use (e.g., replacing office or retail uses with residential use), increasing transit use through provision of additional and improved services, and/or optimizing the application of TDM measures which might include greater transit use, walking and bicycling.
3. Failing that, provide appropriate contributions to a fund for eventual mitigation of problem locations. Where it is not possible or appropriate to maintain a non-

degradation policy, in lieu of additional road capacity, there can be improvements, measures and/or monetary contributions to a fund to enable the application of techniques to reduce vehicle trips by an appropriate amount in and around the TOD area.

Impacts on Transit, Pedestrian, and Bicycle Facilities

A high level of service should be maintained for transit users that minimizes delay, the need for transfers, and transfer delay. Where it is not possible to maintain a high level of transit service because of extraordinarily high costs, monetary contributions to a fund for the eventual improvement of transit service can be provided in lieu of the maintenance of a high quality transit service. An acceptable level of transit service nevertheless should be maintained. A high level of service should be maintained for pedestrians and cyclists, including safety and security, direct pathways, reasonable grades, and minimized delays at intersections.

(*Staff note: Levels of service for non-auto modes to be added.)*

Contribution to Transportation Fund [To Be Determined]

TRANSPORTATION GUIDELINES

The following guidelines redesign the existing transportation network to focus on transit and be more sustainable. These guidelines should be considered along with the general Transportation recommendations above, in evaluating development proposals at Tysons.

Multimodal Transportation Hubs

Multimodal transportation hubs can provide most or all of the following modes of transportation and transportation services:

- Transit (rail and/or bus)
- Bikesharing
- Carsharing
- Other personal transportation devices (e.g. Segways)

Strategically placed transportation hubs (close to Metrorail and circulator stations, and/or other retail, employment and residential centers) will allow flexibility in tripmaking within Tysons. The hubs provide the following:

- Alternative modes for transit users to reach final destinations that are beyond walking distance from closest transit stations.
- The ability of Tysons residents and workers to travel within Tysons and beyond without the need to own or have the use of a private vehicle.

Application of Information and Communications Technology (ICT)

The application of Information and Communications Technology (ICT) in Tysons has the potential to decrease congestion, increase safety and increase the convenience of trip-making, reduce emissions and improve decisions associated with trip-making. More specifically the following are example goals for the application of ICT for Tysons:

- An electronic information infrastructure that works in concert with the physical infrastructure to maximize the efficiency and utility of the system and encourage modal integration and consumer choice.
- Real-time information for operators and users of the transportation system to help contain congestion and increase the effective capacity of the system while reducing the need for new construction.
- Facilities, technology and information that help reduce energy consumption and negative environmental impact.

ICT can be used to not only monitor and mitigate traffic congestion, but also enhance emergency services in the Tysons Corner Urban Center. Through the use of street sensors, signal control transmitters and video surveillance cameras, real-time traffic management can take place. GPS and other technology can also help public safety personnel respond to incidents in a timely manner.

ENVIRONMENTAL STEWARDSHIP

Using land efficiently and linking land use to transportation moves Tysons toward becoming a sustainable community. Tysons has a unique opportunity, however, to become a leader in environmental stewardship. The vision for Tysons includes improved air quality, energy conservation, stream restoration and protection, water conservation and reuse, green architecture, restored and enhanced natural environments, and achievement of carbon neutrality by 2030.

Over the next 25 years, more will be understood regarding the effects of low impact design, LEED construction, enhanced transportation demand management strategies, and the impact of transit oriented development (TOD). New technology will provide opportunities for further innovations in energy efficiency. With this knowledge, additional steps in building design and urban planning can be implemented to achieve the long-term goal for Tysons of carbon neutrality by 2030. New technology will also lead to improvements in water conservation and management of stormwater and wastewater, continuing Tysons' and Fairfax County's leadership in environmental protection. Finally, improvements in information and communications technology will be used to monitor resource consumption and to make the transportation system operate more efficiently.

MORE SUSTAINABLE THAN TYSONS TODAY

By implementing the concept of TOD, the Tysons of tomorrow will be more sustainable than the Tysons of today. National studies have shown that TOD provides increased transit ridership. TOD improves the efficiency and effectiveness of transit

service investments by increasing the use of transit near stations by 20 to 40 percent, and up to five percent overall at the regional level.

TOD also reduces rates of Vehicle Miles of Travel (VMT). Nationally, vehicle travel has been increasing faster than population growth. TOD has proven to lower annual household rates of driving by 20 to 40 percent for those living, working, and/or shopping within transit station areas. Recent TOD research shows that automobile ownership in TOD areas is approximately one half the national average. By providing safe and easy pedestrian access to transit, TOD has produced lower rates of air pollution and energy consumption. TOD can also reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year per household.

Tysons' redevelopment reduces carbon emissions to help achieve 80% carbon reductions by 2050 in accordance with the Cool Counties Policy established by the Fairfax County Board of Supervisors. These reductions will require reducing emissions from transportation and buildings. One vision for the transformed Tysons is the on-site generation of electricity, such as from solar or wind power. If a building produces some of its own electricity, it reduces the need for power from the electrical grid. If locally produced electricity is sent to nearby buildings in Tysons, the originator can get financial credit while contributing to environmental goals.

Reductions in greenhouse gas emissions from the transportation sector will be achieved by reducing vehicle miles traveled. Focusing development near Metro stations and the dedicated right of way circulator, and constructing walkable, bikable, mixed use developments will reduce VMT. Aggressive TDM programs, including parking management, are also critical to achieving VMT reduction goals.

More compact development, like that proposed in the concept for Tysons, uses less energy than low density, suburban style development. For residential housing, the energy consumption rates decrease on a per capita basis as the density increases. In addition, green building design, as encouraged through the LEED certification program, reduces energy consumption. LEED certification also encourages innovations in water and wastewater technology.

STORMWATER MANAGEMENT

Receiving waters downstream of Tysons should be protected by reducing runoff from impervious surfaces within Tysons. By creating an updated approach to stormwater management, downstream stormwater problems can be mitigated and downstream restoration efforts can be facilitated.

In order to protect and facilitate the restoration of streams downstream of Tysons Corner, stormwater runoff should be controlled such that post-development runoff characteristics will mimic runoff characteristics under forested conditions to the extent practicable. Measures to reach this objective may include application of Low Impact Development (LID) Techniques (including but not limited to rain gardens, vegetated swales, porous pavement, vegetated roofs, tree box filters, ponds and water reuse). The incorporation of LID practices in the rights-of-way of streets will also support this goal; such efforts should be pursued to the extent practicable.

Stream restoration in Scotts Run and Old Courthouse Branch should be encouraged as part of a comprehensive strategy to restore the water quality and ecological health of Tysons' streams, and as part of the parks and open space network for Tysons. Since much of the stream valley land is owned by the Park Authority, partnerships with the Park Authority to implement stream restoration projects should be encouraged.

INFORMATION AND COMMUNICATIONS TECHNOLOGY

Information and communications technology (ICT) at Tysons will serve a variety of end users. These include building owners and operators, residents, workers at Tysons' job centers, customers at its malls and other stores, visitors, and County first responders and environmental specialists. ICT coverage will extend from individual rooms and fixtures to buildings, groups of buildings, roads and rail, each of the eight districts, and the Tysons Corner Urban Center as a whole. The ICT infrastructure will consist of a number of computer-based networks, functioning together in an integrated hierarchy. These networks will be used to improve the efficiency and economy of building operations and of the transportation system. They will also be used to monitor the achievement of environmental goals, such as reduced levels of energy and water consumption. In order to have an ICT infrastructure in the Tysons Corner Urban Center, its components must be included in the design of buildings and roads.

Staff Note: Functional descriptions of the components of the ICT infrastructure to be added later.

GREEN BUILDINGS

Currently Fairfax County requires new buildings in urban centers to have LEED certification, or the equivalent. LEED Silver certification, or the equivalent, will be required of all buildings approved in Tysons approved after 2013.

Buildings are one of the largest consumers of energy in this country. According to the U.S. Green Building Council, buildings use one-third of our total energy, two-thirds of our electricity, and one-eighth of our water. With the extensive redevelopment that will occur in Tysons, a prime opportunity exists to reduce the amount of energy consumed by the built environment through LEED certification, or its equivalent, for new construction.

A recent study conducted by the New Buildings Institute concluded that LEED certified buildings use 25 to 30 percent less energy than non-LEED certified buildings. Gold and Platinum LEED certified buildings, the highest certification that can be achieved, have an average energy savings of approximately 50 percent.

As part of the approach for transforming Tysons, increased intensity can be achieved through silver, gold, or platinum LEED certification. This is discussed in the Areawide Land Use recommendations.

In addition to green buildings, green roofs can enhance the natural environment within Tysons. Green roofs use the traditionally unused part of the building to grow vegetation. Public benefits of green roofs include increased stormwater retention, reduced greenhouse gas emissions, and improved air quality through filtration of airborne particles.

PARKS AND OPEN SPACE

Parks and open space will be essential amenities at Tysons, providing visual breaks in the urban landscape and places for people to be active. Public open space is especially important for residents of higher density housing who may lack access to private open space.

The vision for Tysons calls for a “green network,” or a system of parks and open spaces that connects all the districts within Tysons through greenways. The network will increase publicly accessible park acreage to an estimated 150 acres. A unifying land use element within Tysons, the green network will include gathering places that support community building, provide recreation and leisure opportunities, and create an oasis of green, natural areas in an intensely urban environment. Urban parks improve air quality, reduce stormwater runoff and impervious surfaces, improve community health, and provide opportunities to allow people to recreate and meet their neighbors in a safe environment. Parks will provide a sense of place for Tysons and its individual neighborhoods.

The green network will be closely connected to commercial activities and to the transportation system. The network will include such enhancements as trails to the Scotts Run and Old Courthouse Spring Branch stream valley parks; new small urban pocket parks; urban neighborhood parks; a large, centrally located public park; civic gathering spaces; rooftop parks; and streets that provide opportunities for walking and bicycling throughout Tysons. Appropriate recreation facilities will serve a variety of needs and add to the vibrancy of Tysons.

An important feature of the park network will be a centrally located civic gathering plaza. This publicly accessible park will include public art and multiple activity areas and will be large enough to support casual unprogrammed use as well as weekend craft fairs or farmers market, summer concerts or weekend festivals.

The parks and open space concept is shown in Map #. The green network will integrate large and small urban parks with existing environmentally sensitive areas and create safe pedestrian and bicycle-friendly pathways throughout all neighborhoods. These pathways will link to public transit nodes, shopping centers, offices and residential areas. Parks and open space should be located to best serve the overall needs of the residents and employees in Tysons. Park land can be publicly owned, privately owned, or a public-private partnership.

The types of parks and open space recommended for Tysons will include:

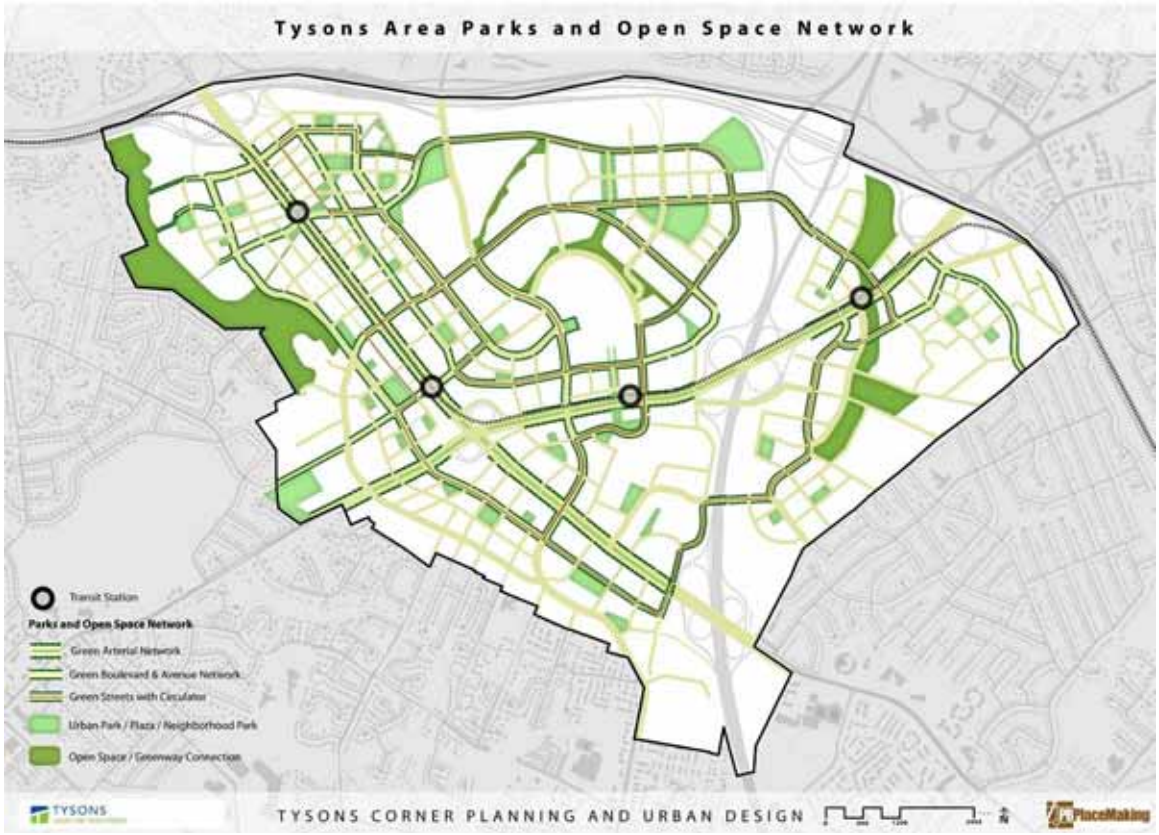
Large Central Park – This will be the signature park for Tysons. Large enough to support public, civic, and cultural events, this park could support a weekend craft or farmers market, summer concerts or weekend festivals.

Enhancement of Existing Parks - The restoration and enhancement of Scotts Run and Old Courthouse Spring Branch stream valley parks will strengthen Tysons' existing natural systems and open up these areas for public enjoyment. These existing parks will also serve to connect other parks and open spaces and provide non-motorized transportation connections. Scotts Run will become an active urban park with a variety of landscapes including wooded hills, meadows and ponds that could provide options for people using the park, such as relaxing and enjoying the scenery, listening to summer music in the park or participating in active recreation. Intimate gardens with shady places of retreat could provide relief and gathering places for families and office workers.

Multiple Urban Parks – A diversity of public spaces (plazas, squares, parks, greens, courtyards, gardens, playgrounds, and recreational facilities) ranging in size, function, and character, and providing both formal and informal gatherings, will be located throughout Tysons. Locating parks adjacent to residential and mixed-use office buildings

will enhance these uses by providing common outdoor spaces to users who have no private yards. Integration of parks with residential and mixed-use developments will also provide "eyes" on streets and parks for a sense of public safety and activity focused on the park. All parks should be publicly accessible to both residents and workers.

Map 7
Conceptual Parks and Open Space Network



(Staff note: This conceptual map needs to be refined to better reflect planned sizes and locations of proposed park facilities in each district at Tysons.)

Examples of urban parks are:

- Neighborhood Parks – Will serve as the recreational and social focus of the neighborhood, and offer a balance of multiple recreation activities to neighborhood residents within walking distances of homes. Focus will be on active (i.e., athletic courts, ballfields, and playgrounds) and passive recreation (i.e,

trails, ornamental gardens, open play areas). Neighborhood parks may also provide for special open space needs of urban residents (i.e., dog parks, garden plots).

- Civic Plazas - Public spaces set aside for civic purposes and activities such as craft fairs, farmers' markets, summer concerts, or weekend festivals. Usually located at the intersection of important streets or other significant locations. The landscape will be mostly hard-surface, with trees or other plantings, public art or water features.

- Pocket Parks – Small scale open space incorporated into developments and designed for the use of the people working and living in the immediate area. Designed as a single "room" to provide a limited or isolated recreational need.

- Rooftop Parks - Rooftops of buildings, preferably accessible to the public, incorporating active or passive recreation space. Designed for the use of the people working and living in the immediate area. Should provide active recreation space (courts, fields) if possible.

- Green Streets – The street network in Tysons will incorporate Low Impact Development in medians and rights-of-way. In addition to being green, streets will also be "complete," with walking and jogging trails and bicycle paths.

ENVIRONMENTAL STEWARDSHIP GUIDELINES

These guidelines should be considered along with the general Environmental Stewardship recommendations above, in evaluating development proposals at Tysons.

Parks and Open Space

The provision of land should be proportionate to the impact of the proposed development on park and recreation service levels. An urban park land standard of 1.5 acres per 1,000 residents and 1 acre per 10,000 employees will be applied. For example, a new development with 330 dwelling units or 3,000,000 square feet of office space will each generate a need for about 1 acre of publicly accessible urban park space.

Proposed development in Tysons should be accompanied by the dedication of public or publicly accessible open space, or by a contribution to a fund for local public parks. Although provision of park land on-site within Tysons is preferred, a monetary contribution may be acceptable for smaller sites or where outright dedication of land is not possible.

In addition, recreational facility service level standards in the Park and Recreation element of the Countywide Policy Plan should be applied to new development at Tysons. Impacts may be mitigated through onsite development of facilities and/or through monetary or in-kind contributions to the Park Authority for facility development at nearby parks.

Facilities that contribute toward meeting the parks and open space needs in Tysons may be privately owned and privately developed. However, such facilities must be publicly accessible during appropriate hours and must meet or exceed the same service level standards as any publicly owned and developed parks or open spaces.

Stormwater Design

Stormwater management and water quality controls for redevelopment should be designed to return water into the ground or reuse it to the extent practicable. Stormwater runoff should be controlled such that post-development runoff characteristics will mimic runoff characteristics under forested conditions to the extent practicable.

Environmentally-friendly stormwater design should be an integral design principle that should be part of the conceptual stage of site development for all redevelopment. The stormwater design should apply stormwater reuse, infiltration and/or retention to improve downstream waters.

Redevelopment projects in Tysons should incorporate stormwater management measures in a manner that will optimize control of stormwater volume and peak flow. Specifically, the following are recommended:

- Stormwater quantity control measures should be provided that are substantially more extensive than minimum requirements, with an emphasis on Low Impact Development (LID) techniques that serve to return water into the ground or reuse it, with a goal to reduce the total runoff volume and/or significantly delay its entry into the stream system.
- LID techniques of stormwater management should also be incorporated into new and redesigned streets where practicable.
- On-site stormwater quantity controls should at a minimum protect downstream areas from new or additional degradation and provide an improvement beyond replicating good forested conditions. Efforts should be pursued to reduce the rate of downstream degradation from current conditions through improved on-site controls. Toward that end, each redevelopment project should provide for extended detention of the 1-year storm volume for a minimum of 24 hours. The 2-

year, 10-year, and 100-year post-development peak rates of runoff should be reduced below the respective peak rates of runoff for the site in a forested condition, in accordance with the proportional improvement requirements of the Detention Method in the Public Facilities Manual. Any alternative approaches to stormwater management should achieve similar environmental benefits.

- Stormwater management practices should be pursued to reduce the rate of stormwater runoff from the site, for any storm event up to the 100-year storm. Discharges of detained water should be no more than the flow rate associated with the 1-year storm for the site in a "good" forested condition. Any alternative approaches to stormwater management should achieve similar environmental benefits.
- Efforts should be pursued to reduce pollutant runoff from redevelopment sites beyond minimum requirements. Pollutant removal should be provided for redevelopment projects consistent with what would be required by the Public Facilities Manual for new development.

Stream restoration efforts in Tysons should be encouraged.

LEED Certification

All new buildings in Tysons shall be LEED certified, or the equivalent. Existing Fairfax County policy calls for zoning proposals for nonresidential development and multifamily residential development of four or more stories in urban centers to incorporate green building practices. Development in Tysons should go one step further and seek LEED certification at the silver, gold, or platinum levels, with appropriate density bonuses to encourage the highest levels of LEED certification or the equivalent.

Setting Future Environmental Goals for Tysons

For Tysons to remain the leader in environmental stewardship, the Plan will include the flexibility to provide mechanisms for implementation of ideas such as district energy systems, alternative energy sources, and district-scale environmental performance as these possibilities emerge. In order to encourage the use of new technologies as they become available, the Environmental Stewardship Guidelines will need to be regularly reviewed and updated.

PUBLIC FACILITIES

Making Tysons a livable place requires the provision of public services, infrastructure and utilities at a sufficient level for an urban environment.

Schools

The Tysons Corner Urban Center is currently served by a total of 10 public schools. There will be a need for at least two new school sites at Tysons. One school could be located in the North Central district where it could share recreational space with the proposed eight to ten acre park. Another school could be located in the East Side district. Consistent with the vision of a more urban Tysons, an elementary school could also be located in a commercial office building.

To address the need for middle school and high school classrooms, existing middle and high school sites are expected to be modified. Such modifications could include adding a secondary school to the campus at Marshall High School.

Library

Tysons is currently served by the Dolley Madison and Patrick Henry Community Libraries, and the Tysons-Pimmit Regional Library. Growth at Tysons will generate the need for at least a new community library between 2030 and 2040. The recommended site would be near the Tysons Central 7 Metro station, with possible co-location with a community center or a performing arts center.

Another option would be replacement of the existing regional library, which has limited usable public space, with a new regional library in Tysons Central 7. A regional library could also be co-located with a community center or performing arts center. The current site of the Tysons-Pimmit Regional Library could be used for another public purpose.

Fire and Rescue

Emergency services to Tysons are currently provided by Tysons Fire and Rescue Station 29 and Dunn Loring Fire and Rescue Station 13. The higher intensity of development and taller buildings at the transformed Tysons will require two new urban fire stations. These stations could be located on the first two to three floors of commercial or mixed use buildings. The first station will be needed by 2020 and could be located in the Tysons Central 7 or Tysons Central 123 district. The second station will be needed by 2040 and could be located in the Tysons East district.

Because the existing Station 29 is adjacent to the Tysons West Metrorail station, it will need to be relocated, probably to a site in the North Central district.

Police

Tysons is currently served by the McLean Police District. The projected workload due to growth at Tysons will exceed the capacity of the current staff by the year 2025. In order to provide a strong, visible police presence at Tysons, a satellite police station should be located near the central Metro station areas. Such a station could be co-located with the Fire and Rescue station in the Tysons Central 7 or Tysons Central 123 district. There should also be at least one publicly accessible helipad for emergency services at Tysons.

Parks

The Fairfax County Park Authority (FCPA) currently owns about 86 acres of park land within the boundaries of Tysons. Using an urban park standard of 1.5 acres per 1,000 residents and 1 acre per 10,000 employees, there will be a need for a total of 150 acres of developable park land in Tysons by the year 2050. The proposed Tysons park system should include a mix of small urban pocket parks of less than one acre; one to five acre civic plazas, common greens, and recreation-based parks; and a centrally located signature park. The green network at Tysons will also include linear open spaces, trails, and other non-motorized linkages.

The Countywide recreation facility service level standards in the Park and Recreation element of the Countywide Policy Plan should be applied to new development at Tysons. This will generate a need for recreational facilities, which should be supported in large part by the private sector, either as part of their developments or through contributions and dedications. Other recreation facilities may be added to existing public school sites, publicly accessible commercial space, or in nearby existing parks surrounding Tysons.

Stormwater Management

The vision for Tysons includes stormwater management practices that return water into the ground, reuse it, or delay its entry into the stream system. All redevelopment sites should be designed to ensure protection of downstream areas and prevent stream degradation. Environmentally friendly stormwater design should be included at the conceptual stage of design on all redevelopment projects. Low Impact Development (LID) techniques should be integrated into streetscapes, open space, buildings and rail. These techniques include rain gardens, vegetated swales, porous pavement, vegetated roofs, and tree box filters. LID techniques should be augmented by conventional detention practices such as ponds where needed and appropriate. Vegetated ponds can be considered both as a stormwater management technique and an aesthetic amenity.

Wastewater Management

Wastewater from Tysons Corner is treated at the Blue Plains Treatment Plant, which is owned and operated by the DC Water and Sewer Authority. In order to accommodate growth at Tysons and elsewhere in Fairfax County, the County is pursuing the purchase of additional treatment capacity at Blue Plains and at the Loudoun County Sanitation Authority. However, it is not yet known how much additional capacity could be made available to the County at this time. Most likely, the additional wastewater from Tysons will have to be diverted to other treatment plants such as the County's Noman Cole plant or the Alexandria Sanitation Authority's plant, in both of which there is some available capacity.

Over time it is hoped that the adoption of conservation measures will result in less water consumption and less wastewater production by County residents. In any case, growth at Tysons will generate the need to increase the capacities of major trunk lines, to upgrade the Difficult Run Pump Station, and to invest in other improvements to the current wastewater system.

Water

The Tysons area is currently served by both the Falls Church Department of Public Utilities and Fairfax Water. Fairfax Water has storage for 4.5 million gallons (MG) of treated water at their facilities located on International Drive.

Fairfax Water's expansion plans include one additional storage tank in 2030 and one in 2040. At the Tysons Corner Pumping Station, plans are for two distribution pumps in 2010 and one distribution pump in each of 2020 and 2030. The Northeast Connector will be extended between 2010 and 2020, and the Southeast Connector will be extended between 2020 and 2030. The Spring Hill Road water main will be extended in 2010, and the Route 7 water main in 2020. Fairfax Water also plans to extend a water main to Magarity Road in 2030, and a water main from Dranesville to Tysons Corner in 2040.

Falls Church Water has 2.2 million gallons of storage capacity at two locations at Tysons. One is near the intersection of the Dulles Access Road and Route 123, and the other is near the intersection of Routes 7 and 123. Among Falls Church Water's plans for capital improvements in Tysons are the installation of 24-inch and 16- inch water mains by the year 2020. By the year 2030 Falls Church Water plans to install another 24 inch main to serve Tysons.

Staff Note: It would be desirable for Fairfax and Falls Church Water to reach an agreement on service provision at Tysons. Otherwise, if both carry out all their planned upgrades, there will not only be duplication of services, but there will also be unnecessary disruption to the Tysons Corner Urban Center.

Electric Power

Dominion Virginia Power's existing Tysons substation is located on Tyco Road. It will be expanded to serve approximately 400 MVA (megavolt-amperes) for normal operating conditions. By the year 2050, Dominion projects that growth at Tysons will generate demand for 738 MVA. Therefore, a second substation is planned for the year 2020, with a preferred location south of Route 7 near Spring Hill Road, adjacent to Dominion's existing high transmission line. The new facility will be a conventional walled substation and will require up to 2.5 acres of land.

The new Spring Hill Substation will serve the Tysons West and Tysons Central 7 Metrorail stations, as well as development along the south side of Route 7, and Tysons Corner Center. The existing Tysons Substation will serve the Tysons Central 123 and Tysons East Metrorail stations, as well as development on the north side of Route 7, the Gannett Building and Tysons Galleria.

Natural Gas

Washington Gas serves Tysons through a gate station in the Dranesville area. This gate station is very centrally located in the region's system of gas pipelines, and is considered to be in a "healthy" condition. Washington Gas estimates that by 2050 growth at Tysons would increase output in this gate station by 50%. This assumes high-rise, multifamily housing units, which consume about one-fourth as much gas as single family units. In the unlikely event system improvements are needed as a result of growth at Tysons, any such improvements will be financed through the utility's rate system.

Telecommunications

It is anticipated that telecommunications services will be able to accommodate growth at Tysons through continuous improvements in technology, funded by user fees. Tall buildings at Tysons should be designed to accommodate telecommunications antennas and equipment cabinets on rooftops. Such design should be compatible with the building's architecture and should conceal antennas and equipment from surrounding properties and roadways by flush mounting, screening antennas, and/or concealing related equipment behind screen walls or building features.

PUBLIC FACILITY GUIDELINES

These guidelines should be considered along with the general Public Facility recommendations above, in evaluating development proposals at Tysons.

Providing Facilities When Development is Approved

Public facilities will be funded from a combination of public and private sources. Development in Tysons should be allowed only if the development proposal is accompanied by a developer's commitment to provide the appropriate contribution of public infrastructure to serve Tysons.

Staff Comment on Phasing of Public Facilities

The Plan should include an officially adopted list of needed public facilities at Tysons, their locations by district, and the year in which they are needed. Most of this information is expected to be available after the transportation and public facility analyses are completed. Once the needed infrastructure has been identified, the provision of sites and/or contributions to the construction of capital facilities can be added to the Comprehensive Plan as conditions for approvals of development applications. This list of needed improvements and facilities could become the basis for a capital improvement program for Tysons which would identify funding sources and timing of capital facilities to be provided by the public or in cooperation with others.

In conjunction with the effort to identify transportation, public facility and utility needs, there should be additional work done prior to Plan adoption which identifies funding sources that will relied upon over the term of the Plan. Consideration should be given to identifying facilities that need to be financed before advancing associated density.

To successfully provide for the implementation of public facilities, it will be critical to work through public-private and private-private partnerships which can assure that land will be available for future facilities, and that these facilities will be financed and constructed when needed. This will require unprecedented cooperation among property owners and between the public and private sectors.

Public Facilities Sustainability Goals

Reduction of the per capita consumption of water, wastewater, energy and waste materials is a guiding goal of future public utilities at Tysons.

Information and Communications Technology

All residential, commercial and public use structures in the Tysons Corner Urban Center should be designed and equipped to enable information and communications networking. Both formal and ad hoc networks for voice, video, and data will operate throughout the Urban Center, and will connect to remote points and networks. While some networks will be open access, others will be secure. The various purposes to be served by these networks will include but are not limited to:

- Business – exchanges of information and data
- Recreation, Arts and Entertainment – virtual club meetings; netcasts of performances; teleprograms and computer games
- Education – formal and continuing education, originating either locally or from remote locations
- Transportation and parking management – signal controls; surveillance video; GPS directions to reserved parking or available open access parking
- Energy management – monitoring data on electrical consumption; exporting locally produced electricity to other buildings and/or to the electrical grid
- Resource conservation – monitoring data on water supply and consumption
- Emergency response – notification of emergencies and provision of GPS directions to Public Safety personnel; provision of status information during grid outages, hurricanes, or other events such as terrorist attacks.

URBAN DESIGN

Urban design is the discipline that guides the physical qualities of Tysons. Urban development and its supporting framework of streets, blocks and open spaces depend upon great design to create quality pedestrian environments. High quality urban design impacts places at all levels - areawide, district, neighborhood, and building. It ties elements within Tysons into cohesive, functional and memorable places.

This section discusses the Urban Design Concept for Tysons, and provides Urban Design Guidelines. The Urban Design Concept describes the mix of land uses, the transportation networks, and the amenities that should be included in the TOD Districts, the Non-TOD Districts, and the Transition Areas.

The Urban Design Guidelines provide more detail and direction about how to create the urban form. They include Pedestrian Realm Guidelines and Building and Site Design Guidelines, which provide a framework for applying to overall urban design vision for Tysons.

URBAN DESIGN CONCEPT

The concept organizes Tysons into three urban design categories. While many of the Urban Design Guidelines apply to all areas, some recommendations are tailored to specific categories. The three categories are the Transit-Oriented Development (TOD) Districts, the Non-TOD Districts, and the Transition Areas. The TOD and Non-TOD Districts are envisioned to develop with an urban form and will have many of the same urban design characteristics. The Transition Areas are at the edge of Tysons, adjacent to surrounding neighborhoods. Each category is described below and illustrated in Map 8.

Map 8
Conceptual Character Zones

(Staff Note: Map will be revised to indicate TOD Districts, Non-TOD Districts, and Transition Areas.)

TOD Districts

Located along the new Metrorail line, the TOD Districts will have the greatest intensity, mix of uses, activity and walkability in all of Tysons. These areas will be highly pedestrian-oriented, with the focus on compact development and redevelopment close to the Metrorail stations. The highest intensities will be within a five or ten minute walk or 1/4 to 1/2 mile of the stations.

Within the TOD Districts, areas closest to the Metrorail stations should be primarily office uses with ground floor retail and some residential uses. Areas farther away from the stations but still within a ten minute walk should be primarily residential in character. Intensities will be highest at the Metro station areas, tapering down to transition to low to mid-density areas in the Non-TOD Districts and Transition Areas.

Additional guidance on urban design in TOD Districts is included in the District and Subdistrict recommendations.

Non-TOD Districts

Non-TOD Districts are generally located beyond 1/2 mile of the Metrorail stations. The North Central, East Side and Old Courthouse South districts will be served by a system of "form-giving" circulators, which will provide accessibility to transit and will afford opportunities for reduced automobile use and enhanced pedestrian activity. Areas within 600 feet of the circulators will be considered Circulator Areas. Non-TOD Districts beyond 600 feet of the circulators will be considered Non-Circulator Areas. While development will be less intense that in TOD Districts, the Non-TOD Districts, especially the Circulator Areas, should be developed with an urban form.

Non-TOD Districts contain many varied land uses. Some existing land uses, such as regional shopping centers, are major contributors to Tysons' strong economy. Some of these existing land uses do not create the high quality pedestrian environment that is envisioned for a transformed Tysons. At these locations, it is especially important to focus on the comprehensive pedestrian framework. Emphasis should be placed on creating a balance that supports necessary vehicular access while providing opportunities to share modes of transportation.

Infill development in Non-TOD Districts should be walkable neighborhoods that link together and support the larger, less pedestrian-focused land uses. These new neighborhoods will be structured by the framework established by the Street Grid and Block Pattern to provide a more walkable and interconnected urban pattern for new development and redevelopment.

Additional guidance on urban design in Non-TOD Districts is included in the District and Subdistrict recommendations.

Transition Areas

Transition Areas are generally located at the edge of Tysons and require special consideration due to unique adjacencies to areas outside of the Urban Center. Urban design guidance for these areas differs depending on whether they are next to surrounding residential neighborhoods or the Dulles Toll Road. Additional guidance on urban design in Transition Areas is included in the District and Subdistrict recommendations.

Residential Transition Areas

The Residential Transition Areas occur within existing Tysons neighborhoods and in locations with neighborhoods adjacent to Tysons. These areas may have some commercial and retail uses, but will have a stronger residential focus. Narrower tree-lined residential streets will be more pedestrian and bicycle-oriented than today. Community amenities will help to establish an identity and provide a sense of place for those living and working in these areas. Parks and open spaces provide buffers between existing and new uses and intensities, and in some locations can provide natural connections for pedestrian movement between Tysons and its surrounding neighborhoods - acting as a buffer and bridge at the same time. Building heights must be low in the Residential Transition Areas to protect adjacent residential neighborhoods. Additional guidance on heights is included in the Building and Site Design section of the Urban Design Guidelines.

Dulles Corridor Transition Area

The Corridor Transition Area is located adjacent to the Dulles Toll Road. This area will have lower density than the TOD Districts or the Circulator Areas of the Non-TOD Districts. Development in the Corridor Transition Area will have a commercial and employment focus. Auto-focused uses will occur in the Corridor Transition Area in order to facilitate direct access to and from surrounding highways and arterials. Auto-focused areas should be balanced with a grid of walkable, multi-modal streets. Building heights must be low in the Corridor Transition Area to protect adjacent residential neighborhoods. Additional guidance on heights is included in the Building and Site Design section of the Urban Design Guidelines.

PEDESTRIAN REALM GUIDELINES

The pedestrian realm is the portion of the street experienced by people on foot, and it occupies the area between the face of the building and the sidewalk curb. It can be adjacent to residential or commercial uses, and its character will differ depending on its urban context.

The pedestrian realm includes street facades, or the narrow areas between the back of public sidewalks and the front of buildings, where building entrances, storefronts and other interactive elements are located. This area offers shelter from sun and rain, space for seating and/or commercial displays, and landscaped setbacks. Color, texture, signage, and variations in activity provide visual interest for both pedestrians and motorists.

The pedestrian realm will also link a network of open spaces that includes urban parks, formal plazas and small neighborhood parks. These open spaces will provide a pause in the dense urban fabric, create opportunities for social interaction, become homes for public art, and become a place around which a district's identity develops.

The goal is for the pedestrian realm to be compatible with adjacent land uses. The following guidelines address Street Grid and Block Pattern; Streetscape Design; and Landmarks, Gateways, Public Art, and Open Space.

Street Grid and Block Pattern

The grid of streets establishes the structure for a walkable Tysons. Its scale and variation supports travel choices and ensures easy access to the various neighborhoods within Tysons. Organized in small blocks, the grid of streets will provide more streets and fewer arterials. Shorter blocks will be walkable, and support and encourage pedestrian activity and the land uses that serve pedestrian activity.

In order to implement the grid of streets and small block pattern, all proposals for new or re-development should incorporate and/or dedicate right-of-way for planned road improvements that follow the grid of streets and street types in Transportation section above.

New developments should create a street and block network that follows the proposed grid of streets, shown in Map 6, as closely as possible. In cases where this may

not be feasible, the development team should work with staff to develop an alternative site planning response that achieves a similar level of connectivity as in the proposed street network.

Block Size within TOD Districts

All new development and redevelopment projects within approximately 1/2 mile of Metrorail stations should develop a street and block network pattern where:

- Block sizes should range from 800 feet in perimeter to 1,600 feet in perimeter.
- Any block longer than 400 feet should have a mid-block pedestrian connection and/or service alley.
- Ideal length-width ratio for the blocks no greater than 2:1.

Potential block size examples applicable to Tysons include:

1) Block size of 200 ft x 200 ft will have a total perimeter length of 800 ft and length-width ratio of 1:1
2) Block size of 300 ft x 300 ft will have a total perimeter length of 1200 ft and length-width ratio of 1:1
3) Block size of 500 ft x 250 ft will have a total perimeter length of 1500 ft and length-width ratio of 2:1
4) Block size of 500 ft x 300 ft will have a total perimeter length of 1600 ft and length-width ratio of 1.67:1
5) Block size of 400 ft x 400 ft will have a total perimeter length of 1600 ft and length-width ratio of 1:1

Block Size in Non-TOD Districts

All new development and redevelopment projects outside the ½ mile station areas should develop a street and block network where:

- The perimeter length of new blocks range between 800 feet to 2400 feet.
- Any block side longer than 400 feet should have an intervening public right-of-way allowing, at a minimum, through pedestrian connections.
- Ideal length-width ratio for the city blocks no greater than 3:1.

In addition to all the blocks listed in the section above, potential block size examples applicable to Tysons include:

1) Block size of 600 ft x 300 ft will have a total perimeter length of 1800 ft and length-width ratio of 2:1
2) Block size of 600 ft x 600 ft will have a total perimeter length of 2400 ft and length-width ratio of 1:1
3) Block size of 900 ft x 300 ft will have a total perimeter length of 2400 ft and length-width ratio of 3:1. The long side should be divided by a pedestrian connection.
4) Block size of 800 ft x 400 ft will have a total perimeter length of 2400 ft and length-width ratio of 2:1. The long side should be divided by a pedestrian connection.

Landmarks, Gateways and Public Art

The skyline of Tysons should include distinct features that become landmarks in the region. Significant plazas, major nodes, Metro stations, and/or parks should be identified as locations for large-scale public art elements in Tysons. These features can become icons that represent and reflect their surrounding communities.

Gateways are real or perceived locations signaling a transition from one type of place to another. They can occur at major transportation hubs where initial views into Tysons are provided. They can also be monuments or posts of a formal nature that demarcate a new location. They may be marked by a physical element such as signage, columns, planters, or public art. Finally, gateways can be incorporated into and enforced by building design.

Some prominent buildings, including the Sheraton Premier, Tycon Tower, and Tycon Courthouse, have been used to mark gateways into Tysons. However, tall buildings should not be used as a gateway element in the Transition Areas, in order to protect adjacent residential neighborhoods. Where a tall building would be incompatible with adjacent land use, gateway landscaping and/or architectural features should be considered for gateway articulation. Gateway landscaping is a formal arrangement of plant materials that frames a major approach to an area. The plant materials should be chosen to be attractive in all seasons, including both evergreen and deciduous plants. Low maintenance materials should be selected for areas not likely to receive consistent maintenance or watering.

Major commercial developments should include works of public art incorporated into the design of the project. These works may serve a useful function, such as a bike

rack, in addition to enhancing an area aesthetically. Developers of new projects should work with artists early in the design process to create a plan that integrates art into the project. Consideration should be given to dedicating a percentage of construction costs to public art; many communities throughout the country use 1% of their capital budgets for these purposes.

Streetscape Design

Attractive streetscape includes a well-designed road edge with street furniture and other features and provides improved identity, visual continuity and user safety. The streetscape design should vary by type of street and should create a unifying theme along each of the roads to visually and physically link Tysons. This unifying theme consists of guidance for street tree location, spacing, and size.

In the TOD Districts, streetscape elements include streetlights, trees, paving, bus shelters, newsstands, and newspaper boxes. The purpose of these elements is to elevate the quality of the pedestrian environment. This will help to create individual identity at the different stations and will enable a "mental map" of transit through Tysons to emerge. All effort should be made to ensure that the four Metrorail stations will be designed in a way that integrates with the overall vision for Tysons.

All Metrorail station areas should be surrounded by areas that are clearly identified and safe for pedestrians. If crossings at major streets are necessary, they should be highly visible and timed with signalized crossing systems. Medians and intersection crossings in the area of the stations should include urban design features that are coordinated with the streetscape and design character of the related Metrorail station.

Below are general guidelines for all streetscapes, which are followed by design guidelines for each individual streetscape type (Boulevards, Avenues, Main Streets, and Local Streets). This hierarchy of streets is consistent with the map of the Conceptual Grid of Streets in the Transportation section above.

General Streetscape Guidelines

Underground Utilities: Undergrounding of utilities should be encouraged and should be coordinated with future roadway improvements and the rebuilding of sidewalks to foster a pedestrian environment and other Plan objectives. New development should provide underground utility conduits or provide commitments to construct these improvements in the future. If undergrounding utilities is not feasible, consideration should be given to relocating the utilities to the rear or side of the development.

Street Lighting: Street lighting should be provided that maintains the overall character and quality of the area, while providing adequate lighting levels that ensure public safety without creating glare or light spillage into neighboring low-density residential areas.

Streetscape Design Flexibility: When infill or expansion of buildings or other existing features constrain a site's design, variation from the streetscape guidance should be permitted. The result should be acceptable sidewalk widths and acceptable amounts of street trees and landscaping. For example, if the guidance is to provide a double row of street trees but there is not enough space for staggered rows, an equal number of street trees planted in a single row may be an appropriate alternative.

Public Safety: When street trees and other plantings are to be located in proximity to roadways or within medians, safety and sight distance should be taken into consideration upon reviewing a development proposal's streetscape design. Modifications to the streetscape guidance are appropriate to account for these issues, but only if viable alternatives in streetscape design can be provided to ensure continuity in the streetscape pattern.

Streetscape Maintenance: Streetscaping may be provided on a combination of publicly owned right-of-way and private property. In order for a future development to utilize the public right-of-way to provide streetscape improvements, commitments will need to be made by the property owner to maintain the streetscape area within the public right-of-way. In addition, in order to provide streetscape, the sidewalk may not be entirely within the right-of-way; therefore, additional right-of-way may be needed or a public access easement will need to be provided for that portion of the sidewalk located on private property.

Pedestrian Crossings: At pedestrian crossings, ramps and special pavement should be designed to create a well-delineated and safe area for pedestrians to cross the street. Should a median be provided, it should be designed to create a safety island for pedestrians waiting to finish crossing the street.

Median landscape strip: When a median is provided, the area should have plantings consisting of flowering trees, low ornamental shrubs, and flowers. The median plantings may be informal; however, the massing of trees should be equivalent to the planting of a tree every 25 feet on center. Plantings should be selected that are drought tolerant and low in maintenance, resistant to disease, pollution, and heat.

On-Street Parking: Streets with on-street parallel parking should have, at a minimum, a 2-foot paved refuge strip next to the curb. A refuge strip is where people get out of their parked cars.

Vegetation in Landscape Areas: Vegetation within planting strips should include supplemental plantings such as ornamental shrubs, ground cover, flowering plants, and grasses. Where appropriate, special pavement treatments and trees in grates may be considered as alternatives to a planting strip.

Boulevard Streetscape Guidelines

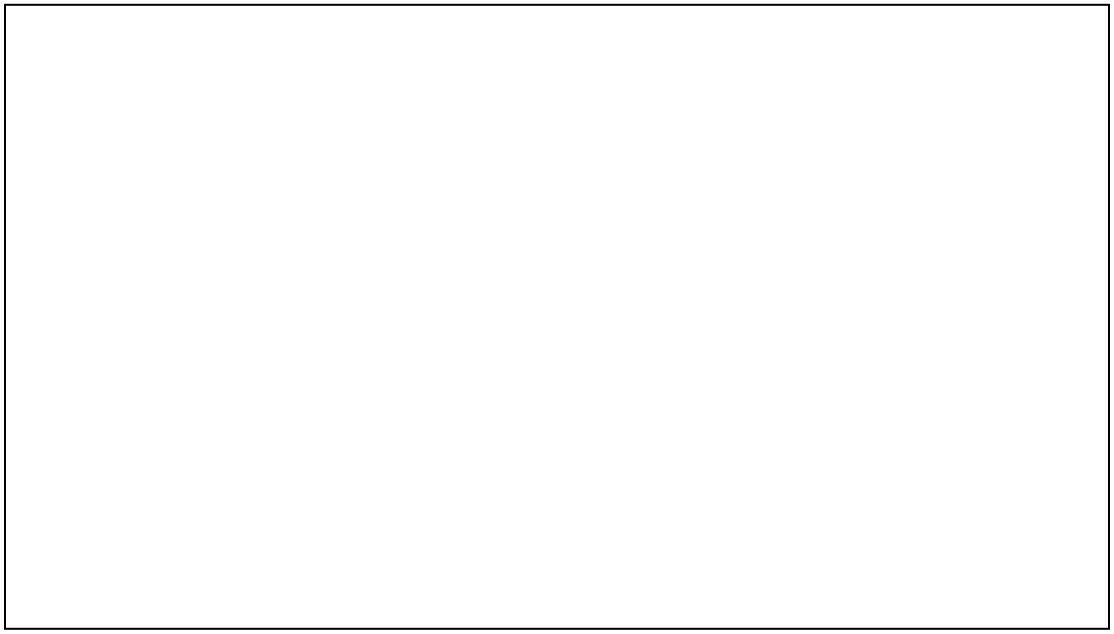
The boulevard streetscape should be used for Route 7, Route 123 and International Drive. This streetscape concept features wide sidewalks, street trees evenly spaced, and medians with plantings of flowering trees, shrubs, and flowers. Street lighting should be distinctive, and designed for both pedestrian and vehicular use. The following guidelines are provided for achieving the boulevard streetscape character:

Landscape area next to curb: Along a boulevard, the landscape strip should be, at a minimum, 8 feet in width; however, a 10-foot wide landscape strip is encouraged. Plantings should occur closest to the sidewalk, leaving room adjacent to the road for street lighting and signage. Major shade trees should be planted with a spacing of 40 to 50 feet on center, using trees that are 2½ to 3-inch caliper in size at the time of planting. In addition to vegetation, landscape areas may also include pedestrian amenities such as bike racks or bus shelters.

Sidewalk: A minimum 10-foot wide sidewalk should allow for uninterrupted pedestrian movement.

Pedestrian activity area and/or landscape area between the sidewalk and building: A secondary landscape strip should be, at a minimum, 10 feet wide when adjacent to a building. Major shade trees should be planted with spacing of 40 to 50 feet on center, using trees that are 2½ to 3-inch caliper in size at the time of planting. The tree spacing along this landscape strip should be staggered with the first row of trees between curb and sidewalk, so that the effect of the two rows of trees is tree spacing at approximately 20 to 25 feet. When ground level retail is provided in a building, a portion of this pedestrian activity area/landscape strip can be used for retail browsing and/or outdoor dining.

Boulevard Streetscape



Staff note: Streetscape graphics specific to Tysons will be created as guidelines are finalized.

Avenue Streetscape Guidelines

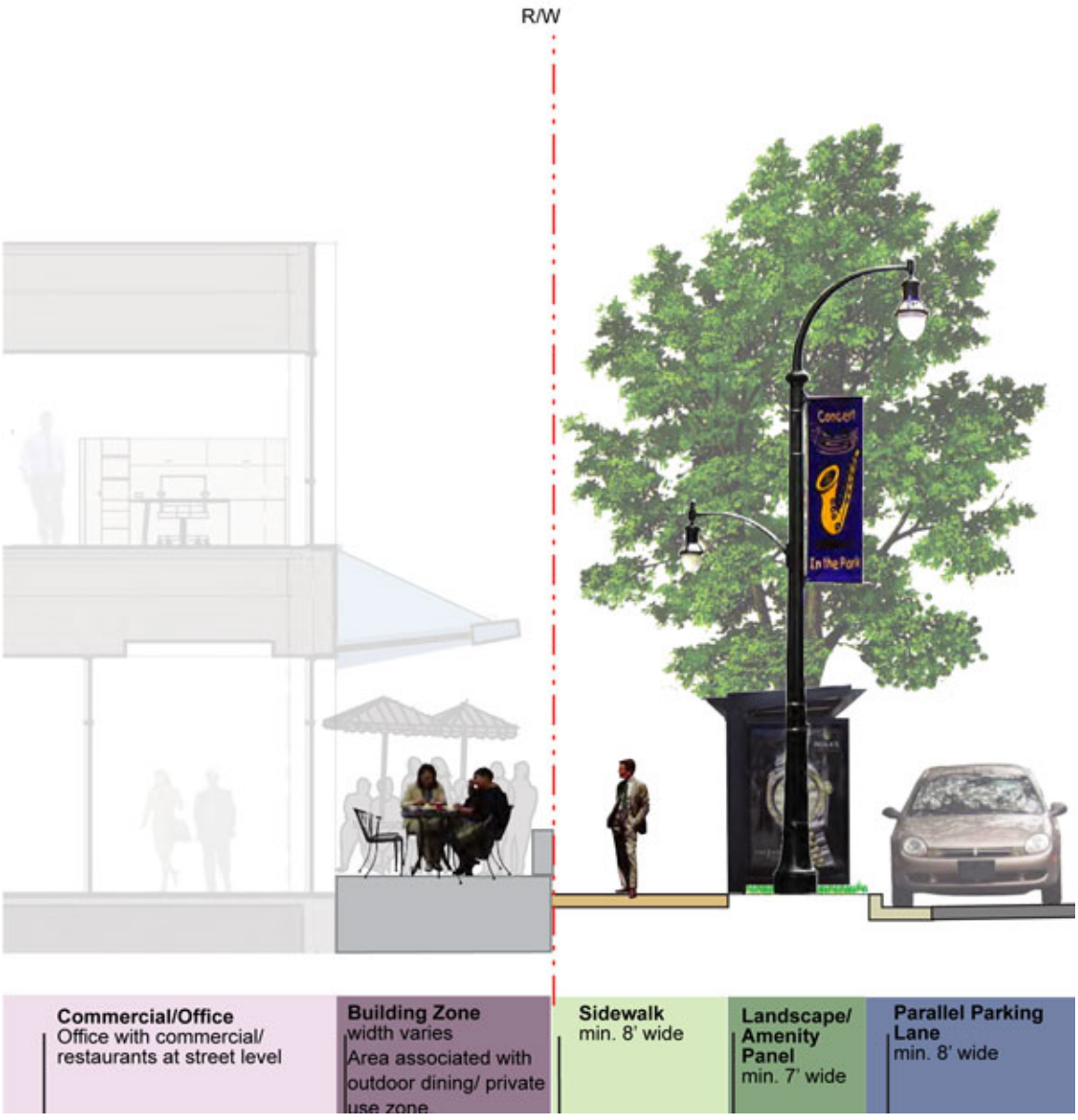
Avenues, including Boone Boulevard, Greensboro Drive, Jones Branch Drive, Spring Hill Road and Westpark Drive, distribute local traffic from neighborhoods and commercial areas to the boulevards. An avenue should typically be a four-lane undivided roadway with on-street parking and bicycle lanes on each side of the street. The street trees should be organized in evenly spaced, ordered plantings. The following guidelines are provided for achieving the avenue streetscape character:

Landscape area next to curb: Along an avenue, the landscape strip should be, at a minimum, 6 feet. Plantings should generally be placed in the center of the landscape strip, with major shade trees planted with a spacing of 25 to 30 feet on center, using trees that are 2½ to 3-inch caliper in size at the time of planting. In addition to vegetation, landscape areas may also include pedestrian amenities such as bike racks or bus shelters.

Sidewalk: A minimum 8-foot wide sidewalk should allow for uninterrupted pedestrian movement.

Pedestrian activity area and/or landscape area between the sidewalk and building: This area should be, at a minimum, 4 feet wide. When ground level retail is provided in a building, a portion of this pedestrian activity area/landscape strip can be used for retail browsing and/or outdoor dining.

Avenue Streetscape



Staff note: Placeholder streetscape graphic. Graphics specific to Tysons will be created as guidelines are finalized.

Main Street Streetscape Guidelines

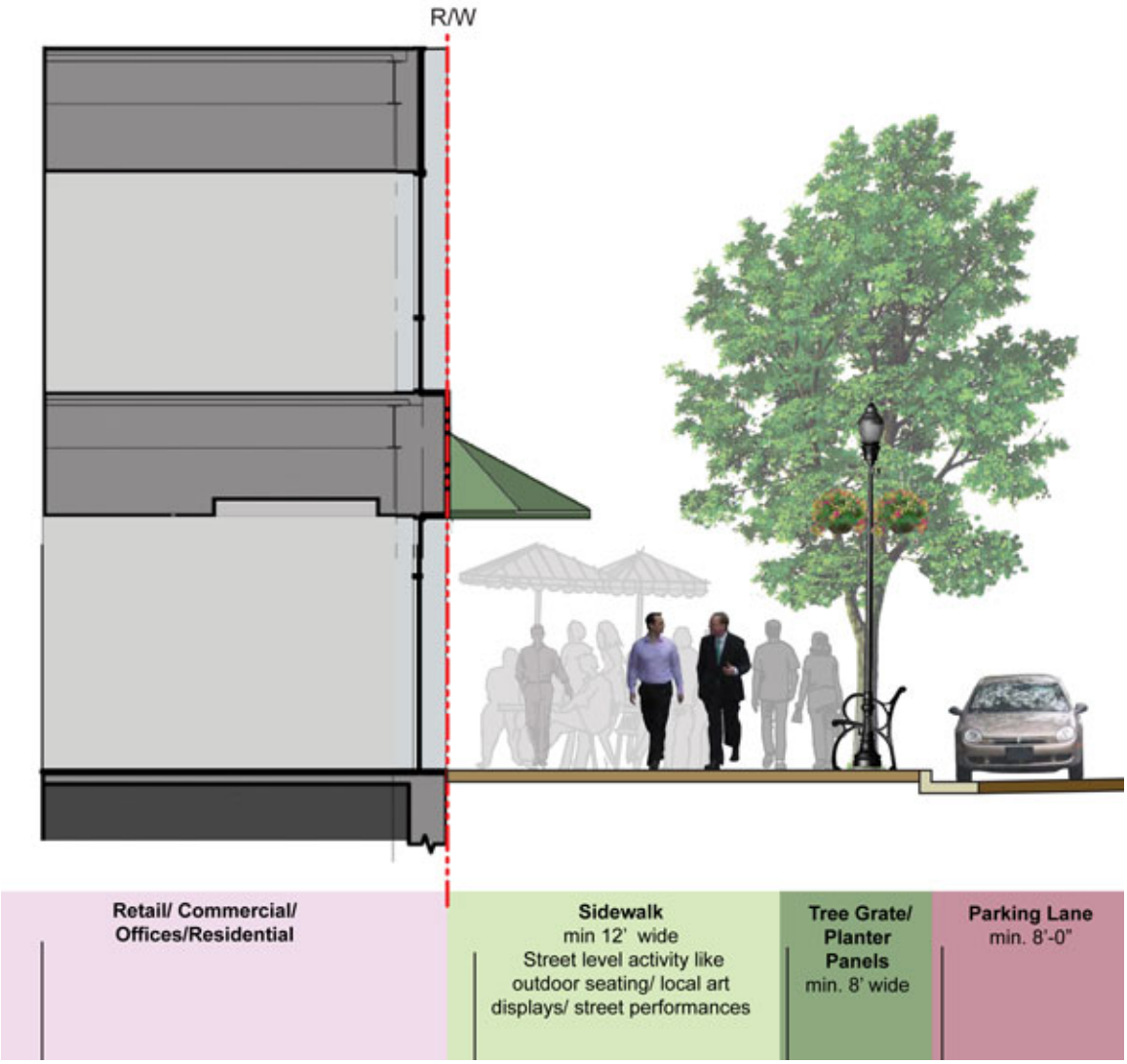
The main street streetscape should help to provide an inviting and safe environment for pedestrians and vehicles. At a minimum, streets should have two traffic lanes with on-street parking and bicycle lanes on each side of the street. Traffic calming features should be employed to enhance pedestrian and bicycle safety. A generous pedestrian area, generally 20 to 25 feet wide, should be provided on each side of the street; this area should feature evenly spaced street trees, unified streetscape furniture design, and special paving accents. In the transit station areas, buildings should have street-level retail, with restaurant and entertainment uses enlivening the street. Some segments of main streets may contain a center median with special landscaping, paving and amenities (such as fountains). The following guidelines are provided for achieving the main street streetscape character:

Landscape area next to curb: Along a main street, a minimum 6-foot wide landscape area should be provided. Plantings should generally be placed in the center of the landscape strip, with major shade trees planted with a spacing of 25 to 30 feet on center, using trees that are 2½ to 3-inch caliper in size at the time of planting. Adjacent to this landscape strip should be a 6-foot wide sidewalk.

Sidewalk: A minimum 8-foot wide sidewalk should allow for uninterrupted pedestrian movement.

Pedestrian activity area and/or landscape area between the sidewalk and building: Between the sidewalk and the building, there should be, at a minimum, an 8-foot combination landscape strip and browsing area. Within the browsing area, outdoor seating for restaurants or sidewalk cafes may be appropriate as well as special entrance features to shops and buildings. A variety of treatments for this area may be used such as a plaza, a landscaped area with seating and lighting, a sidewalk and landscaped area, formal arrangements of trees (bosques), informally grouped trees and other plantings, and any of the above with public art or a water feature.

Main Street Streetscape



Staff note: Placeholder streetscape graphic. Graphics specific to Tysons will be created as guidelines are finalized.

Local Street Streetscape Guidelines

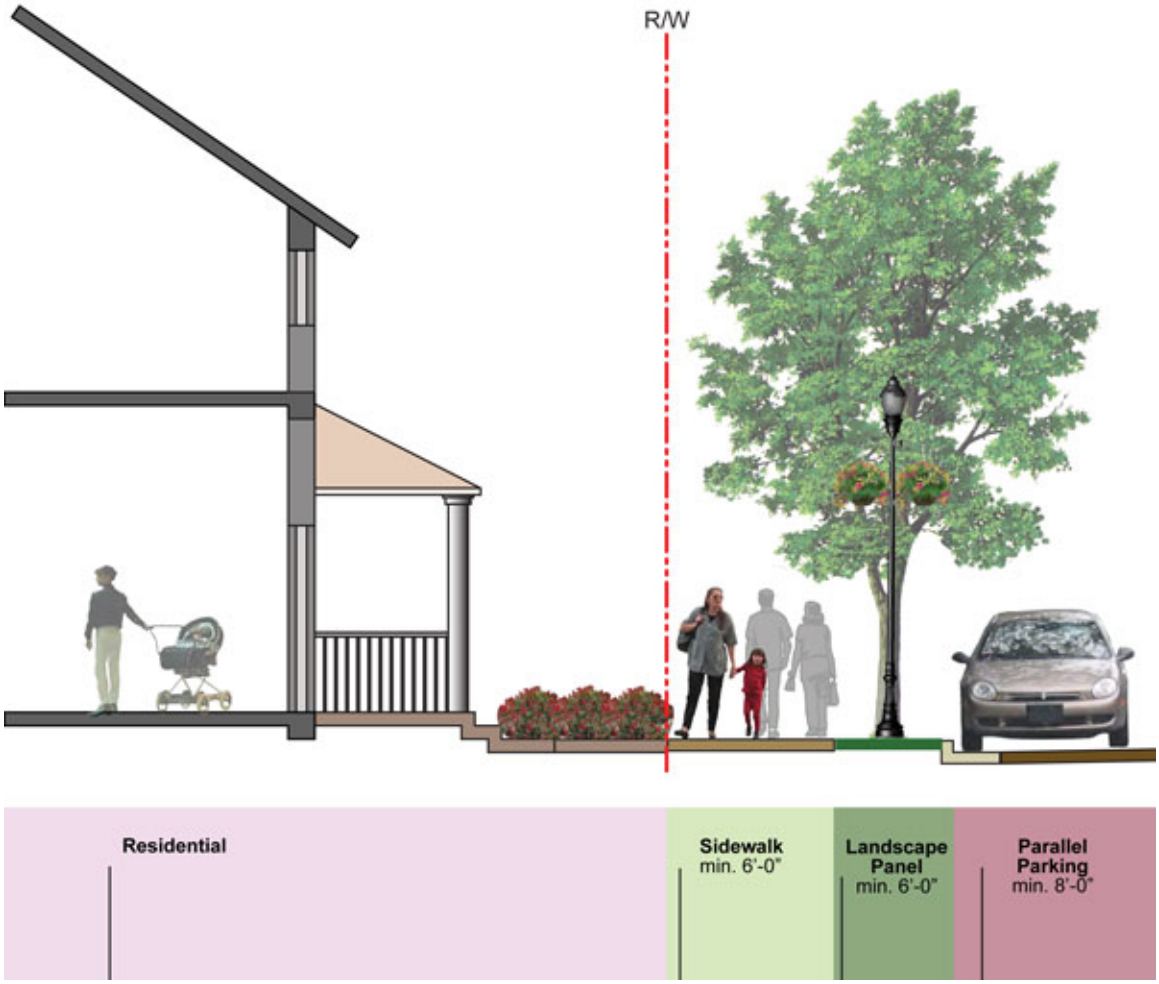
A local street helps to define the street grid system by connecting the boulevards, avenues and main streets. Providing additional local streets will be critical in enhancing internal traffic flow within transit station areas. Local streets typically have two-traffic lanes with on-street parking along at least one side. Traffic calming measures such as raised mid-block pedestrian crossings, small traffic rotaries, and curb and sidewalk "bulb outs" at intersections should be provided. The local street streetscape concept features a tree-lined sidewalk on both sides of the street. The following guidelines are provided for achieving the local street streetscape character:

Landscape area next to curb: Along a local street, a minimum 6-foot wide landscape area should be provided. Plantings should generally be placed in the center of the landscape strip, with major shade trees planted with a spacing of 25 to 30 feet on center, using trees that are 2½ to 3-inch caliper in size at the time of planting. Adjacent to this landscape strip should be a 6-foot wide sidewalk.

Sidewalk: A minimum 6-foot wide sidewalk should allow for uninterrupted pedestrian movement.

Pedestrian activity area and/or landscape area between the sidewalk and building: This area should be, at a minimum, 4 feet wide. Supplemental plantings should be provided (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses). When ground level retail is provided in a building, a portion of this pedestrian activity area/landscape strip can be used for retail browsing and/or outdoor dining.

Local Street Streetscape



Staff note: Placeholder streetscape graphic. Graphics specific to Tysons will be created as guidelines are finalized.

BUILDING AND SITE DESIGN

In addition to streetscape, siting of buildings, building materials and quality of design influence the pedestrian experience. The location of a building on a site should not create a barrier to pedestrians by interrupting the pedestrian circulation system. Also, a development's site design should avoid creating pedestrian barriers; for example, landscaping should not block the paths through a property. In addition, any signage within a development should be coordinated in terms of scale, design, color, materials and placement. The following guidelines address Streetwalls and Build-to Lines; Bulk and Massing; Step-Backs; Building Articulation; Fenestration and Transparency; Parking Design; and Building Height.

Streetwalls and Build-to Lines

The streetwall is the portion of the building that serves to define and enclose the pedestrian realm. It aligns with the build-to line, and will define the visual focus for pedestrians and autos as they pass by.

Build-to lines are invisible lines located adjacent to the sidewalk. They are the boundary to which a percentage of the building's facade must align, and will be formally identified when either public street improvements or private redevelopment projects are proposed within Tysons.

Exceptions to build-to requirements can be given for the provision of public improvements, including plazas or public art. Enhancing the streetwall is a method that emphasizes the pedestrian sidewalk realm and provides a visual separation between streetwall and tower heights.

A tightly defined streetwall can help to transition from less urban conditions to an urban framework. This applies to mixed-use residential areas as well as commercial areas. Existing uses and buildings that do not contribute to the definition of a streetwall along streets with new, more pedestrian-focused development should investigate opportunities to create visual and physical linkages that address the pedestrian realm. These buildings may use walls, landscaping, or other architectural features to align with other buildings at the build-to line. Articulation along these walls can result in sculptural elements and maintain visual interest along the sidewalk.

The location of the build-to lines will relate to the sidewalk and proposed streets, and should be located based on the intensity and activity of adjacent land uses and the desired relationship of pedestrians to these uses. As the nature of land uses along a street transition, the build-to line will adjust and/or the percentage of building frontage along

the build-to line may decrease. In the highest intensity areas the build-to line should be 0 to 5 feet from the edge of the pedestrian activity area (as defined in the streetscape design section). In lower intensity areas the line may be 10 to 15 feet from the pedestrian activity area.

Throughout Tysons, 75% to 95% of building facades should align with the build-to lines. Areas with many commercial uses and areas along avenues or main streets (see street type designations in the Transportation section) should conform to the high end of this range. Residential areas and areas along boulevards or local streets may conform to the low end of this range. The exception to these guidelines is the Transition Areas, where streetwalls may not be a necessary or appropriate urban architectural feature

Bulk and Massing

In the TOD and Non-TOD Districts, buildings will be urban in nature and intensive in use and scale. These locations should be designed with care to achieve the desired density goals, while remaining sensitive to their impact on the surrounding context.

- Controlling the separation and height variation between towers will serve to protect access to light, views and privacy.
- Towers should be sited and spaced from one another in a manner that allows for light at the street level and minimizes long periods of shadow.
- The massing of tall buildings should incorporate the use of step-backs above the streetwall, floor plate area reductions at the upper stories, and tower top articulation.
- Sunlight studies should be required.

Within residential areas building massing should serve to define adjacent streets. In lower density areas, front yards should be shallow to encourage a more direct relationship between the building and the pedestrian realm. Residential uses should establish the finish floor height at ground level between 2 and 4 feet above the finish sidewalk grade. This creates the opportunity for stoops, bays, porches or entries that establish a distinct transition between private residential developments and the pedestrian realm.

Developments that approach or are adjacent to the Circulator Areas should take care to modulate their scale in a manner that results in a consistent visual character along shared and adjacent frontages.

In the Dulles Corridor Transition Area, building heights and massing should respond to context, intended uses, and vision for specific locations. Buildings in this corridor may be oriented to maximize their view potential, but should not be in direct conflict with uses in the immediate context, nor block the views to or from adjacent and surrounding buildings.

Step-Backs

Step-backs are architectural massing tools that serve to decrease the amount of building facade that aligns with the streetwall as height increases. They are used to reduce impacts of shadows and increase the access of sunlight to the pedestrian realm. They can also be used to reduce the "tunnel" effect along streets that are lined with taller buildings.

Step-backs occur above the streetwall height which will vary by location and context. They can be used to add depth and complexity to the bulk of buildings. Step-backs may be necessary to ensure sunlight in certain locations, particularly as related to public open spaces. This should be reviewed on a per-project basis.

Step-backs should be employed to conform to locations where existing development has established this condition above the streetwall. Above the height of the streetwall, the step-back may extend from 5 to 10 feet. Care should be taken to avoid the "wedding-cake" architecture of some step-back designs.

Step-backs should not be required in all locations throughout Tysons, especially if they conflict with the floorplate and core efficiencies of the building. For example, with residential towers, step-backs can create challenges in maintaining a consistent floorplate distance from a building's circulation core.

Building Articulation

Articulations should occur in the forms of bays, facade plane and material changes, window systems, entries, balconies or stoops. They should also include cornice and roof forms, parapet modulation and color changes.

Vertical articulations through material, color and texture should express the streetwall "base" of the building, the shaft or mid-rise section of the building, and the tower top where applicable.

Articulation along the commercial streetwall should occur at approximately 25 feet on-center. Articulation along residential frontages should occur at approximately 20

feet on-center. Entries serving every ground floor unit are ideal, and serve to strengthen the identity of the residential streetscape.

Blank walls are not appropriate on any public street-facing façade, and should not be permitted. If blank facades cannot be avoided, strategies should be employed to mitigate the condition, and space for commercial uses should be provided facing the pedestrian realm.

Fenestration and Transparency

Where ground floor retail, commercial, community or other non-residential uses occur, the facade above bulkhead and below the finish elevation of the first floor ceiling should be between 60 percent and 75 percent transparent. Opaque, mirrored and translucent glass should be avoided and should not be considered "transparent."

In commercial buildings, windows should be recessed. Dark frames will be preferred and white frames should be avoided.

In residential buildings, the level of ground floor transparency may decrease for private uses. Main residential lobbies and/or common spaces should exhibit transparency and contribute to the pedestrian realm. To ensure adequate privacy in residential buildings, the sill of ground floor windows should be placed above the eye level of passers-by on adjacent sidewalks.

Parking Design

Structured parking is a necessary element of the urban form envisioned for the TOD and Non-TOD Districts. Below grade and podium parking are the least intrusive on the built environment and should be used when feasible. Above grade parking structures should be "wrapped" with active uses on all sides. Wrapped structures should not extend beyond the height of the uppermost level of the surrounding use. In some locations, exposed parking may be unavoidable. In such cases, careful architectural detailing, lighting and landscaping should be employed along the frontage to mitigate the negative impacts of blank facades. Efforts should be taken to place these structures facing local streets or alleys. Stand-alone above grade parking structures should be discouraged.

Developments should avoid building surface parking lots. The exception to this occurs in Transition Areas, where structured parking may not be economically feasible. Some phased development plans may also include surface parking as an interim use for sites that will be built in later phases. In either case, surface parking lots should be located to the side or rear of the primary use with pedestrian connections that lead to the

front door. They should be attractively and heavily landscaped, well lighted, and visible for safety. Surface lots should provide low walls or fences at the back of the sidewalk or parallel to the adjacent build-to line to enclose and define the Pedestrian Realm. They should also be designed to contribute to site stormwater management using elements, such as planter areas and permeable paving in the parking stall area.

On-street parking creates safer sidewalks and provides large amounts of necessary residential and retail parking. All avenues, main streets, and local streets within Tysons should provide on-street parking (see Transportation section for additional guidance). Where on-street parking is present, curb cuts for vehicular access should be minimized in order to increase pedestrian safety and maximize the amount of on-street parking spaces.

The following parking design guidelines are applicable to all areas of Tysons:

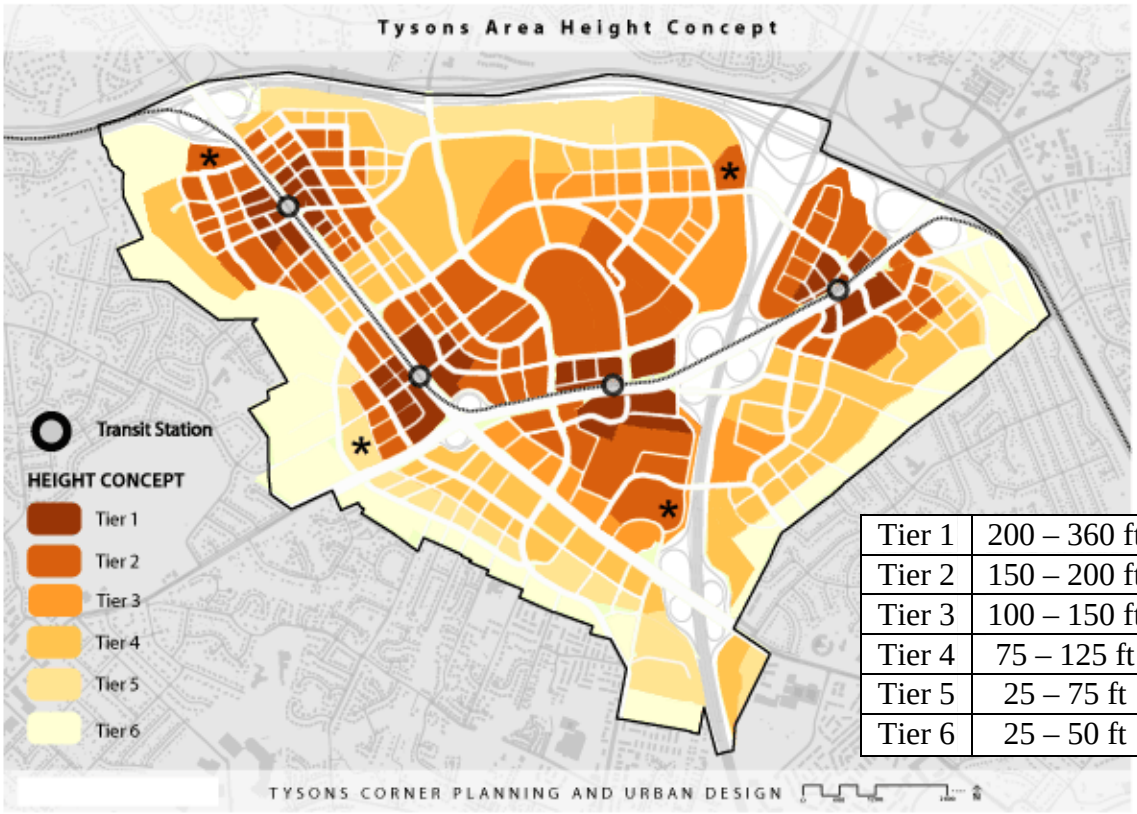
- Parking access should always be designed in such a manner as to reduce conflicts between vehicles and pedestrians
- Parking access should be limited to local streets or alleys when feasible.
- Parking access should always be designed to be attractive and coordinated with the site plan and architecture.
- Certain uses, such as civic or entertainment, may require highly visible parking. In these cases, the design of the parking and its access should be reflective of the activity that will occur within the building
- Parking above ground floor retail uses is a creative and attractive way to address parking need and to use buildings to support a neighborhood's scale and character.
- Exposed parking structures adjacent to the Dulles Toll Road should not be visible to the residential neighborhoods north of the Toll Road.

Example of Below Ground/Podium Parking

Building Height

Building heights in Tysons will be reflective of the proposed intensity pattern. The tallest built forms will be located within the TOD Districts, with gradual stepping down of height as intensities decrease further away. Building heights will be lowest in locations adjacent to existing single-family residential neighborhoods. Careful design will protect view corridors and maintain access to sunlight at these sensitive locations. The concept for building heights in Tysons is shown in Map 9. The table following the map shows the range of heights for each tier on the map. Detailed guidance on maximum heights can be found in the District and Subdistrict recommendations.

Map 9
Building Height Concept



Tier 1	200 – 360 ft
Tier 2	150 – 200 ft
Tier 3	100 – 150 ft
Tier 4	75 – 125 ft
Tier 5	25 – 75 ft
Tier 6	25 – 50 ft

* Locations of existing or approved gateway buildings

One fundamental element of achieving maximum building heights should be the provision of usable open space that is in addition to the streetscape. This additional open space should include plazas, courtyards, or other open space amenities as indicated under the Parks and Open Space guidelines in the section on Environmental Stewardship.

The massing and height framework in Tysons will support the creation of a memorable skyline, and a carefully scaled public realm within Tysons' districts and neighborhoods. The following are guidelines for building height:

- Organize buildings by height in a manner that will take create a recognizable and memorable skyline.

- The tallest buildings (Tiers 1 and 2) should be iconic in design and serve as identifying features that contribute to the quality of the city skyline.

- The relationship of building height to floor area should be considered when designing new towers. To maintain slender towers as the tower height increases, the floor plate area should generally decrease.

- Maximum building height can only be achieved when structured parking is placed under buildings (either below or above grade) in order to encourage a more urban environment and to increase the amount of usable open space. Without placing parking under the building, maximum building height should be reduced by 20 to 30 feet. *(Staff note: consider using a percentage reduction)*

- Parcels that are split by two height designations should have flexibility to have building height increases above the lower height designation when proposals for development or redevelopment provide height transitions similar to those on the Building Height Map and provide a site design that is supportive of other urban design objectives.

- One fundamental element of achieving maximum building heights should be the provision of usable open space that is in addition to the streetscape. This additional open space should include plazas, courtyards, or other open space amenities as indicated under the Parks and Open Space guidelines in the section on Environmental Stewardship.

5: DISTRICT RECOMMENDATIONS

This section of the Plan contains specific recommendations for the eight districts at Tysons. Four of these districts surround the future Metrorail stations and are referred to as Transit Oriented Development areas (TODs). The other four districts provide a transition between the adjacent communities and the higher intensity development in the TOD areas.

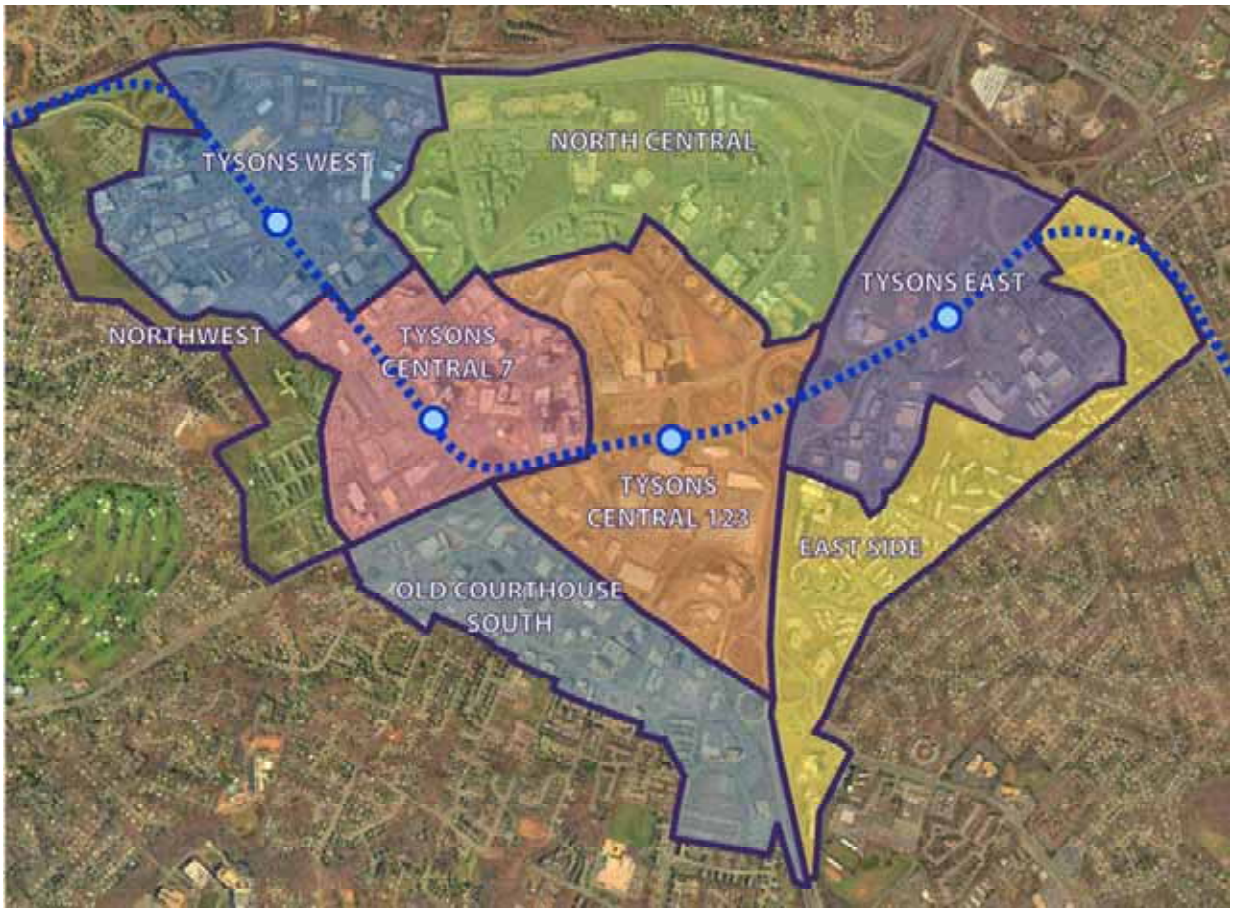
The discussion of each district reiterates the overall vision for the transformed Tysons. The district recommendations include planned uses and intensities and describe options for redevelopment based on compliance with specific conditions and funding or completion of necessary public infrastructure such as the grid of streets and transit circulators.

Staff Comment on District Recommendations

To understand fully the implications and recommendations of the Plan as they may apply to specific parcels and properties referenced in the District text, the District Recommendations contain references to the Areawide Recommendations and both sets of recommendations are applicable.

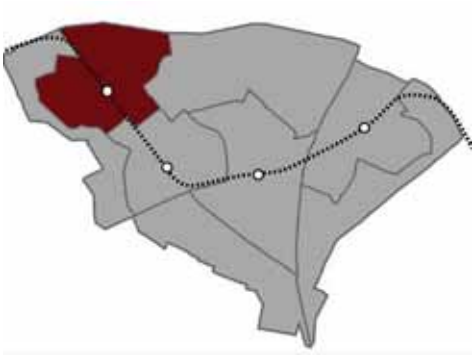
Some of the detailed District text includes specific conditions from development approvals associated with previous Plan amendments. In other cases the detailed Plan text provides information on allowable intensities prior to the coming of four Metrorail stations to Tysons. In particular, for non-TOD areas this rolling straw man includes some guidance from the existing Plan for Tysons.

Eight Districts of Tysons Corner



(Staff Note: The above graphic is to be revised to reflect district name changes (North West now West Side and Old Courthouse South now Old Courthouse).

Tysons West



Vision

Tysons West is a signature gateway to Tysons from Route 7 and the Dulles Airport Access and Toll Road. Streets leading to and from the Tysons West transit station are envisioned as specialty retail streets, drawing people off Metrorail and into the new residential neighborhoods that are planned. In addition, it has been identified as an optimum location for an arts and entertainment district for Tysons, including restaurants and entertainment options that stay open after the workday ends.

To become this vibrant urban destination, Tysons West will need a diversity in land use, including office, residential, hotel and retail uses, as well as a concentration of art and entertainment uses of the type often found in more established downtown areas. Taking advantage of the Metro station, the majority of land uses closest to the station are designated for employment uses; twice as many employees as residents are planned for this district.

Along Route 7, a transformed streetscape will create a wide tree-lined boulevard with inviting street level facades below high-rise buildings. This redesign should result in a calming of traffic through the area while maintaining the roadway capacity of Route 7.

On the southwest side of Route 7, ground floor retail uses should include restaurants, private galleries, small theatres, specialty retail and cafés that form the basis of an arts and entertainment center. Live/work and loft housing should integrate with or be in close proximity to art and entertainment uses. Together, these land uses should contribute to a trendy nightlife-rich identity.

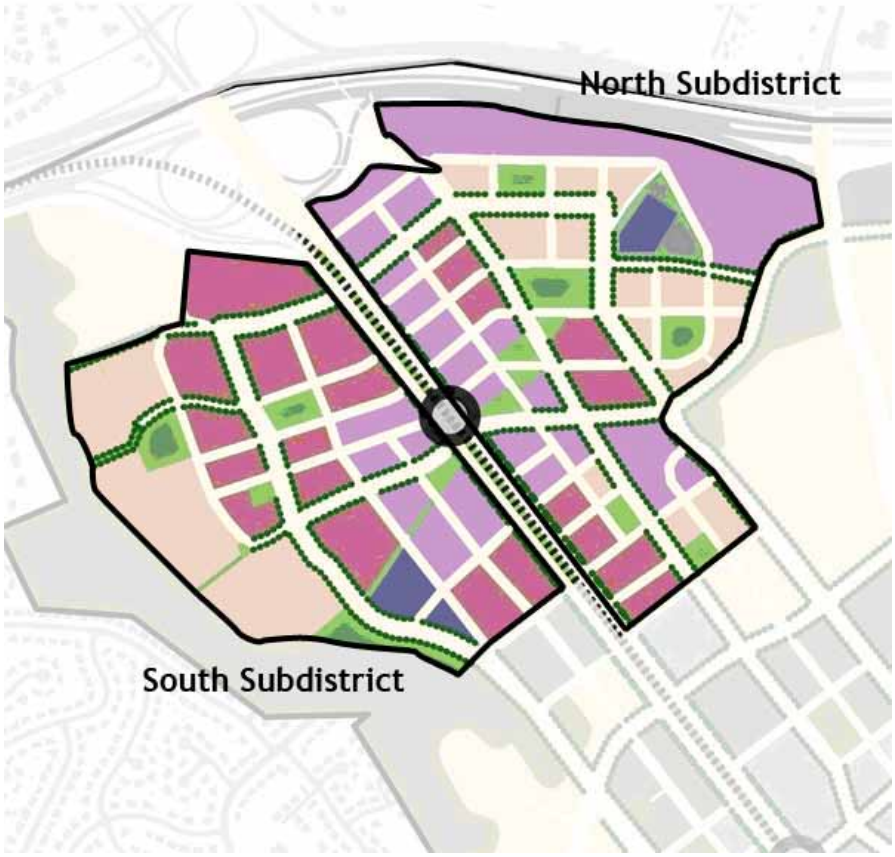
Northeast of the Tysons West Metro station, specialty retail should be located along Route 7. This would link office uses and an urban residential neighborhood. Residential units should front on tree-lined streets and be designed with inviting street level facades. A series of urban park spaces linked by the area's urban street grid will provide attractive places for walking and places for informal neighborhood gatherings.

Moving out from the station, lower planned intensity will provide transitions to the surrounding areas, such as on the west to the Old Courthouse Spring Branch stream valley park and on the east to planned and existing residential areas in the North Central district.

On the southeast end of the district, office buildings along Route 7 create a strong business environment. People should be able to move easily back and forth between the Tysons Central 7 and Tysons West TOD districts to take advantage of both transit stations and the supporting services planned for the ground floor of the office buildings in this area.

Adjacent to the Dulles Toll Road, office uses are planned to take advantage of the visibility from the Toll Road and to continue the planned and existing office focus found in the North Central district located to the east.

The land use concept for the Tysons West district is shown in the map below.



Note: Needs land use legend and edit street grid based on ramps from toll road.

The district is composed of two subdistricts separated by Route 7: South and North subdistricts. Guidance for evaluating development proposals in each subdistrict is contained in the Area-wide Recommendations and the following sub-district recommendations. Achieving the planned intensity is predicated upon the degree to which necessary public infrastructure is in place and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by the development proposals.

SOUTH SUBDISTRICT

The South subdistrict is comprised of about xxx acres and is bounded by the Dulles Airport Access Road (DAAR)/Route 7 interchange on the north, Route 7 on the east, the North Central 7 subdistrict on the south and the West Side district on the west.

Base Plan

Auto sales use is the predominant land use along Route 7; the frontage properties also include two high-rise hotels and several office buildings. Prior to Metrorail, this area is planned for and developed with auto sales and office use with support retail and service uses at intensities between 0.7 FAR and 1.0 FAR.

Office use is the predominant land use on Westwood Center Drive and Spring Hill Road; this area away from Route 7 also includes several auto sales uses as well as two low-rise hotels. Prior to Metrorail, this area is planned for and developed with these existing uses. The hotels and office uses have intensities between 0.5 FAR and 0.7 FAR.

Redevelopment Option

With the advent of Metrorail service, this subdistrict is envisioned for substantial redevelopment to create a mixed use TOD with office being the largest component; the area also will be very diverse in land use. Planned land uses include office, hotels, residential and support retail uses. Ground floor retail uses should include such things as restaurants, private galleries, small theaters, specialty retail and cafes that can help form the foundation for an arts and entertainment center. Live/work and loft housing should be integrated with or be in close proximity to arts and entertainment uses.

To achieve this vision, development proposals should address the Areawide Recommendations, conform to the Land Use Concept Map, and provide for the following.

- The vision for this subdistrict is to redevelop with more office buildings with significantly higher intensity near the Metro station as well as to become more diverse in land uses, which have an arts and entertainment focus. The intensities and land use mix should be consistent with the Areawide Land Use recommendations.

- Logical and substantial parcel consolidation must be achieved and provide for well-designed projects that function efficiently on their own, can integrate with planned redevelopment on adjacent property, and do not preclude or hinder other

parcels from redeveloping in conformance with the Plan. In most cases, consolidation should be sufficient in size to provide for redevelopment in several phases, which can be linked to the provision of public facilities and infrastructure and/or demonstrating attainment of critical Plan objectives such as targets for TDM mode splits and green buildings. For property with in one-eighth mile of the Metro station, consolidation should include about 15 acres and include property in the second intensity tier (area between 1/8 and ¼ mile of the station). If consolidation cannot be achieved as indicated above, as an alternative, coordinated development plans may be provided as indicated in the Areawide Land Use guidelines.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets. The major vehicular circulation and access improvements in this subdistrict are the extension of Boone Boulevard and planned new ramps from the DAAR connecting to Boone Boulevard. Redevelopment along planned roadway alignments should provide right-of-way and contribute toward construction, as determined appropriate by the County. Other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. The ability to realize planned intensities will depend greatly on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation chapters.

- Urban design and open space amenities, such as streetscape, plazas, courtyards, landscaping, lighting and seating should be provided consistent with the Urban Design guidelines as well as consistent in quantity with the urban park and open space standards under the Environmental Stewardship guidelines. The green network planned for this area includes use of the existing Dominion Power easement as a pedestrian and open amenity that links the Old Courthouse Spring Branch Stream Valley Park to the Tysons West Metro station as well as several urban parks. One planned urban park of at least one acre is to be centrally located and large enough for open-air activities such as musical performances by small groups for residents and workers in this area.

- When redevelopment includes a residential component, a viable living environment should be created. This includes recreational facilities and other amenities for the residents, and the provision of affordable/workforce housing as indicated under the Land Use guidelines.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should include commitments for improvements, phasing of improvement, and mitigation measures identified as needed. Needed improvements should be provided consistent with the Areawide Public Facility, Transportation and Environmental Stewardship recommendations. In addition, a second electrical power substation will need to be constructed near the Dominion Power easement which contains a high voltage line. This improvement will need to be located either in this subdistrict or in the abutting Tysons Central 7 district.

- Under this option, building heights may range from 105 feet to 360 feet, depending upon location, as shown on the building height map in the Urban Design chapter. The tallest buildings should be closest to the Metro station where building height is planned up to 360 feet; however, the maximum height should be associated with the opportunity for an iconic building(s). Building heights (generally between one-eighth and one-quarter mile from the Metro station) should be between 150 and 200 feet. Beyond one-quarter mile, buildings have lower heights, with areas along Route 7 to the south at 125 feet and areas at the western edge of the subdistrict having heights up to 105 feet. The exception is the Tysons Sheraton Hotel, which is a gateway landmark at 215 feet in height; property abutting to the east and south should not have buildings exceeding 150 feet in order to maintain this building as a visual gateway to Tysons Corner. A variety of building heights should be provided and buildings at or near the top of the limit can be achieved if it results in more usable open space, improved pedestrian circulation and urban design amenities. Building heights should be consistent with the above guidance as well as guidelines in the Urban Design section.

View looking toward Metro Station from an urban park in Tysons West's North Subdistrict

NORTH SUBDISTRICT

The North subdistrict is comprised of about xxx acres and is bounded by the Dulles Airport Access Road (DAAR) on the north, Route 7 on the southwest, and the Tysons Central 7 and North Central districts on the southeast.

Base Plan

Auto sales and retail uses are the predominant land uses along Route 7; the frontage properties also include one high-rise office building. This area is planned for auto sales, retail uses and office use with support retail and service uses at intensities between 0.7 FAR and 1.0 FAR.

In the area away from Route 7, industrial and industrial flex uses are the predominant land uses. On the eastern end of Tyco Road, there is an electrical substation and a three building office complex. On Spring Hill Road, there is a fire station, post office and two office buildings. This area is planned for low intensity industrial and industrial flex uses and office use with support retail and service uses at intensities between 0.5 FAR and 0.7 FAR.

Since the easternmost property [Parcel 29-1 ((1)) 67A, 68 and 69] provides a transition to the North Central district, this property should be similar in character and intensity to the North Central district properties fronting the DAAR. The property is planned for additional office use with up to .85 FAR provided that the following conditions are met:

- Any additional structures on the subject property should be designed to be architecturally compatible with the existing office park;
- A transportation analysis should be performed in conjunction with any development application; commitments for any improvements identified as needed to mitigate transportation impacts directly related to site generated traffic should be provided; and
- Transportation Demand Management (TDM) commitments are made that should result in a minimum of 20% of the total site-generated trips being made by public transportation. In order to reach the twenty percent (20%) commitment, TDM measures may be phased in.
- The maximum building height is 75 feet.

Redevelopment Option

With the advent of Metrorail service, the subdistrict is envisioned for substantial redevelopment to mixed use with office being focused along Route 7 and adjacent to the DAAR. Other land uses should include hotels, residential and support retail uses. Specialty retail should be located along Route 7, which links office uses and a new urban

residential neighborhood. A block away from the station, the area should transition into an urban residential neighborhood. Residential units should front on tree-lined streets and be designed with inviting street level facades. A series of urban parks should be provided and be linked by the street grid; this green network will provide places for people of all ages to walk and enjoy parks and open space.

To achieve this vision, development proposals should address the Areawide Recommendations, conform to the Land Use Concept Map, and provide for the following.

- The vision for this subdistrict is to redevelop with more office buildings with significantly higher intensity near the Metro station as well as to become more diverse in land uses, which include hotels, residential and support retail uses. The intensities and land use mix should be consistent with the Areawide Land Use recommendations.

- Logical and substantial parcel consolidation must be achieved and provide for well-designed projects that function efficiently on their own, can integrate with planned redevelopment on adjacent property, and do not preclude or hinder other parcels from redeveloping in conformance with the Plan. In most cases, consolidation should be sufficient in size to provide for redevelopment in several phases, which can be linked to the provision of public facilities and infrastructure and/or demonstrating attainment of critical Plan objectives such as targets for TDM mode splits and green buildings.

  - For property with in one-eighth mile of the Metro station, consolidation should include about 15 acres and include property in the second intensity tier (area between 1/8 and ¼ mile of the station).

  - For property along Spring Hill Road, redevelopment proposals should address the redevelopment and relocation of the existing fire station and/or post office.

  If consolidation cannot be achieved as indicated above, as an alternative, coordinated development plans may be provided as indicated in the Areawide Land Use guidelines.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets. The major vehicular circulation and access improvements in this subdistrict are the extension of Greensboro Drive and the planned new ramps from the DAAR connecting to Greensboro Drive. Redevelopment along planned roadway alignments should provide right-of-way and contribute toward construction, as determined appropriate

by the County. Other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. The ability to realize planned intensities will depend greatly on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation chapters.

- Urban design and open space amenities, such as streetscape, plazas, courtyards, landscaping, lighting and seating should be provided consistent with the Urban Design guidelines as well as consistent in quantity with the urban park and open space standards under the Environmental Stewardship guidelines. The green network planned for this area includes use of the existing Dominion Power easement as a pedestrian and open amenity that links the Tysons West Metro station to the rest of the subdistrict. Along the power line easement, a series of urban parks are envisioned which link to other urban parks by the street grid. Additional urban parks are to be located throughout the subdistrict and all should be large enough for open-air activities such as musical performances by small groups for residents and workers in the area; the size of these parks should be between ½ to over an one acre.

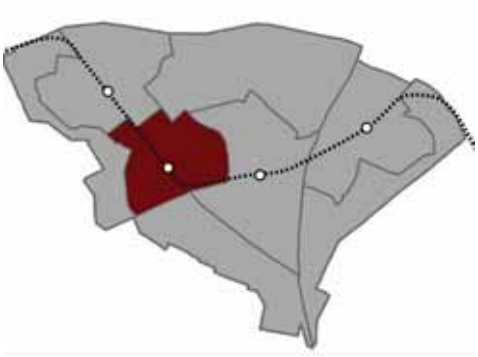
- When redevelopment includes a residential component, a viable living environment should be created. This includes recreational facilities and other amenities for the residents, and the provision of affordable/workforce housing as indicated under the Land Use guidelines.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should include commitments for improvements, phasing of improvements, and mitigation measures identified as needed. Needed improvements should be provided consistent with the Areawide Public Facility, Transportation and Environmental Stewardship recommendations.

- Building heights may range from 75 feet to 360 feet, depending upon location, as shown on the building height map in the Urban Design chapter. The tallest buildings should be closest to the Metro station where building height is planned up to 360 feet; however, the maximum height should be associated with the opportunity for an iconic building(s). Building heights (generally between one-eighth and one-quarter mile from the Metro station) should be between 150 and 200 feet. Beyond one-quarter mile, buildings have lower heights, with areas along Route 7 to the south at 125 feet and areas at the western edge of the subdistrict having heights up to 105 feet. A variety of building heights should be provided and buildings at or near the top of the limit can be achieved if it results in more usable open space, improved pedestrian circulation and urban design amenities. Building heights should be consistent with the above guidance as well as guidelines in the Urban Design section.

- A proposed circulator alignment extends through this subdistrict, which is described in the Transportation section. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide ROW for this circulator and contribute toward its construction cost. In portions of this subarea, some increase in intensity may be available once the circulator is operational; if so, redevelopment should be designed to accommodate the additional intensity. See the Intensity section of the Areawide Land Use recommendations.

Tysons Central 7



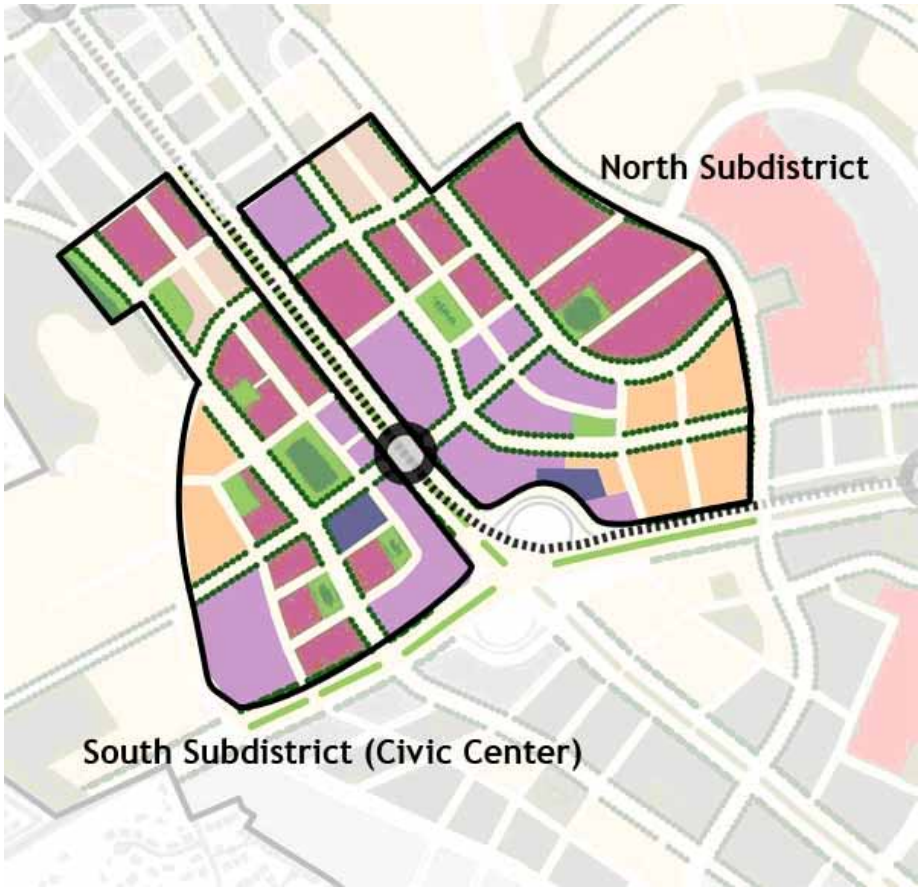
Vision

Tysons Central 7 district has two subdistricts, separated by Route 7. The north subdistrict, in which most existing development is oriented to Greensboro Drive, is envisioned to be a vibrant 24-hour mixed use center with a high concentration of office space. The south subdistrict, in which most existing development is oriented to Route 7, is envisioned as a Civic Center with a mix of public, residential and commercial uses; this transformation will largely be influenced by redevelopment that comes with the extension of Boone Boulevard. The northwestern portions of both subdistricts provide connectivity to the Tysons West district by means of the grid of streets, which provides streets parallel to Route 7.

Along Route 7, a transformed streetscape will create a wide tree-lined boulevard with inviting street level facades below high-rise office buildings. This redesign would result in a calming of traffic through this office area while maintaining the capacity of Route 7. The streets leading to and from Tysons Central 7 will be pedestrian streets, encouraging people to walk and bike and leading people to the Civic Center and the business center areas of the district.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide recommendations and the following subdistrict recommendations. Achieving the planned intensity is predicated upon the degree to which necessary public infrastructure is in place and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by the development proposals.

The map below shows the land use concept for the Tysons Central 7 district.



Note: Needs land use legend and edits to street grid.

SOUTH TYSONS CENTRAL 7 SUBDISTRICT (CIVIC CENTER)

The South Subdistrict is comprised of about 67 acres, excluding the portion northwest of Gosnell Road, and is generally bounded by Route 7 on the east, Route 123 on the south, and Gosnell Road on the north and west. Existing land use is a mix of retail, auto dealerships, office and multi-family residential uses.

Base Plan

Prior to Metrorail, the multi-family and office uses located along Gosnell Road is planned and developed as a transition in scale and building mass to the townhouse uses in the West Side district. Along Route 7, the area is planned for and developed with auto sales and retail uses.

Redevelopment Option

With the advent of Metrorail, the vision for the area is to redevelop to mid-rise and high-rise buildings. Office uses should be concentrated closest to the Metro station, and the area should transition to more residential use away from the Metro station as illustrated on the land use concept map. The signature piece of the subdistrict is the Civic Center's great public square, which should be about 3.5 acres. This public square will be a critical element for creating the area's new identity and will provide the setting for community events and celebrations within this portion of Tysons. With easy access to transit, the square could be the primary location within Tysons for staging public events such as outdoor concerts or public markets.

Abutting the public square should be a new public building or buildings, which have a significant architectural design and provide government services, such as a public library, community center, and/or performing arts center. These public uses will bring a civic presence, frame terminal views, and shape positive urban spaces brought to life by the overflow of a bustling public market, bookshops, restaurants, and programmed outdoor events and street life.

As the subdistrict extends west to the West Side district, urban residential neighborhoods should be developed and be distinguished by calm, dignified square blocks linked together by tree-lined streets and avenues with cycling, promenades and sitting spaces. Residential blocks with walk-up residential units should provide underground parking and clear gradations of public, semi-public, and private open space amenities.

To achieve this vision, development proposals should address the Areawide Recommendations, conform to the Land Use Concept Map, and provide for the following.

- The vision for this subdistrict is to concentrate high intensity office uses closest to the Metro station, with the area transitioning to more residential use away from the Metro station. Other land uses to be provided are hotel, retail and public uses which should be provided at intensities and land use mixes consistent with the guidance in the Areawide Land Use recommendations.

- Logical and substantial parcel consolidation must be achieved and provide for well-designed projects that function efficiently on their own, can integrate with planned redevelopment on adjacent property, and do not preclude or hinder other parcels from redeveloping in conformance with the Plan. In most cases, consolidation should be sufficient in size to provide for redevelopment in several phases, which can be linked to the provision of public facilities and infrastructure and/or demonstrating attainment of critical Plan objectives such as targets for TDM mode splits and green buildings.

- For the area between Gosnell Road and Route 123, which includes five properties, consolidation should include at least 20 acres. A key component of any redevelopment proposal should be the provision of a significant portion of or all of the Civic Center's public square as well as land for the civic building.

- For the area northwest of Gosnell Road (fronting on Route 7), which includes three properties, full consolidation should be provided.

If consolidation cannot be achieved as described above, as an alternative, coordinated development plans may be provided as indicated in the Areawide Land Use guidelines.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated with in the subdistrict as well as the abutting districts through the provision of the grid of streets.

- The major circulation improvement in this subdistrict is the Boone Boulevard extension. Development proposals should allow for the eventual construction of this roadway. Redevelopment along this road's planned alignment should dedicate and construct this avenue, as determined appropriate by the County.

- In addition, other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. The ability to realize planned intensities will depend greatly on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation chapters.

- As mentioned under the subdistrict's vision, the signature piece of the subdistrict is the Civic Center's great public square, which should be about 3.5 acres. In addition, other urban design and open space amenities, such as streetscapes, other plazas, courtyards, landscaping, lighting and seating should be provided according to the Urban Design guidelines, as well as consistent in quantity with the urban park and open space standards under the Environmental Stewardship Guidelines.

- When redevelopment includes a residential component, a viable living environment should be created. This includes recreational facilities and other amenities for the residents, and the provision of affordable/workforce housing as indicated under the Land Use guidelines.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should include commitments for improvements, phasing of improvement, and mitigation

measures identified as needed. Needed improvements should be provided consistent with the guidance in the Areawide Public Facility, Transportation and Environmental Stewardship recommendations.

- Specific public facility improvements identified are: 1) a civic building that contains government services, such as a public library, community center, and/or performing arts center; and 2) an electrical power substation northwest of Gosnell Road, which is to be located this subdistrict or in the abutting Tysons West district.

- Building heights in this subdistrict range from 75 feet to 360 feet, depending upon location, as shown on the building height map and discussed in the Areawide Urban Design recommendations. The lowest building height is adjacent to Gosnell Road which has a maximum height of 75 feet; in this area buildings need to provide a compatible transition in building scale and mass to the adjacent West Side District across Gosnell Road. Height increases with distance from Gosnell Road, with this area's maximum height of 360 feet limited to the area nearest the Metro station.

- A proposed circulator alignment extends across this subdistrict, which is described in the Areawide Transportation recommendations. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide ROW for this circulator and contribute toward its construction cost. In portions of this subdistrict, some potential additional intensity may be predicated on the circulator becoming operational; if so, redevelopment should be designed to accommodate the additional intensity. See the discussion of intensity in the Areawide Land Use Recommendations.

View toward the Metrostation from the Civic Plaza/Civic Building in Tysons Central 7's South Subdistrict

NORTH TYSONS CENTRAL 7 SUBDISTRICT

The North Subdistrict is comprised of about 90 acres, excluding the portion northwest of Gosnell Road. It is bounded by Westpark Drive on the west, International Drive on the north and east, and Route 123 and Route 7 on the south. This area contains the highest natural elevation in the County, which make its skyline visible from great distances. Office use is the predominant land use in the subdistrict. Two hotels are situated at opposite ends of the area, one on the east side and one on the west. In addition, a small number of freestanding retail uses are concentrated in the area adjacent to the Route 7/Route 123 interchange, which is also is the location of a water tower and a U.S. Army Communications Tower. Since the tower has a strategic location near the highest point in Fairfax County, the communications tower function is expected to remain, although it is desirable that it be removed and its functions incorporated onto the top of a new building or buildings.

Base Plan

Prior to Metrorail, this predominantly office area is planned for office with support retail and service uses at intensities up to 1.65 FAR. The exception is the area adjacent to the Route 7/Route 123 interchange, which is planned for and developed with retail uses and two existing public facilities (a communication tower and water tower).

Redevelopment Option

With the advent of Metrorail, the area will continue to have one of the highest concentrations of office space in Tysons, which has made this cluster of business activity a desired address for businesses seeking signature headquarters buildings. However, the subdistrict is envisioned to become a vibrant 24-hour mixed use area with an increased intensity and diversity of land use including more office and hotel use and the addition of residential and retail uses.

A plaza or public square of at least one acre in size should be provided about a block from the Metro station as shown on the land use concept map. It should be large enough for open-air activities such as musical performances by small groups before a lunchtime audience. A variety of benches, low walls and/or steps would provide abundant seating. Public art is encouraged to make the space appealing and attractive. Landscaping should be provided that is attractive in all seasons and shades the seating in the summer. Water features such as fountains and pools are encouraged because of their cooling effect in hot weather. The land use concept also shows that other open space amenities should be provided throughout the area.

To achieve this vision, development proposals should address the Areawide Recommendations, conform to the Land Use Concept Map, and provide for the following.

- The vision for this subdistrict is to remain one of Tysons' greatest concentrations of office space, with the provision of more office buildings with significantly higher intensities near the Metro station. However, to become a vibrant 24-hour area, the area's diversity of land use including hotel, residential and retail uses should be provided at intensities and land use mixes consistent with the Land Use chapter's guidance.

- Logical and substantial parcel consolidation must be achieved and provide for well-designed projects that function efficiently on their own, can integrate with planned redevelopment on adjacent property and do not preclude or hinder other parcels from redeveloping in conformance with the Plan. In most cases, consolidation should be sufficient in size to provide for redevelopment in several phases, which can be linked to the provision of public facilities and infrastructure and/or demonstrated attainment of critical Plan objectives such as targets for TDM mode splits and green buildings.

  - For the area east of the station (adjacent to the Route 7/Route 123 interchange), which is developed with freestanding retail uses, full consolidation should be provided in order to address circulation and access needs associated with a significant increase in intensity for this area. In addition, this area may also need to coordinate access and circulation with the abutting Booz Allen Hamilton office complex.

  - For the area northwest of the station, which includes the SAIC properties and the Westpark Hotel, full consolidation should include adequately phased circulation and access improvements, as well as providing the area's envisioned mix of uses. In addition, this area will need to provide a plaza or public square of about one acre in size as shown on the land use concept map.

  - For the area north and east of Greensboro, consolidation should include two or three properties as needed to provide open space and street grid improvements as shown on the land use concept map.

  - For the area north and west of Westpark Drive, consolidation should occur with property in the abutting Tysons West district.

  If consolidation cannot be achieved as indicated above, as an alternative, coordinated development plans may be provided as indicated in the Areawide Land Use guidelines.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts through the provision of the grid of streets.

- The major circulation improvement for this subdistrict is a new roadway connecting Westpark Drive to Pinnacle Drive and potentially extending to International Drive, where the new road aligns with Tysons Boulevard. Redevelopment along the planned new roadway alignment should provide right-of-way and construct the road, as determined appropriate by the County. In addition, other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. The ability to realize planned intensities will depend greatly on the degree to which access and circulation improvements are implemented consistent with the Areawide Urban Design and Transportation chapters.

- Urban design and open space amenities, such as streetscape, plazas, courtyards, landscaping, lighting and seating should be provided consistent with the Urban Design guidelines as well as consistent in quantity with the urban park and open space standards under the Environmental Stewardship Guidelines.

- When redevelopment includes a residential component, a viable living environment should be created. This includes recreational facilities and other amenities for the residents, and provides for affordable/workforce housing as indicated under the Land Use guidelines.

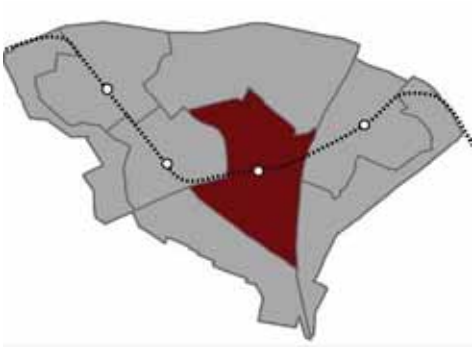
- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should include commitments for improvements, phasing of improvements, and mitigation measures identified as needed. Needed improvements should be provided consistent with the Areawide Public Facility, Transportation and Environmental Stewardship recommendations.

- Since this subdistrict contains the highest natural elevation in the County, its skyline will be visible from great distances and contribute to making a distinctive skyline with this area having some of the tallest building in Tysons. Maximum building heights range from 200 feet to 360 feet, depending upon location, as shown on the building height map and discussed in the Areawide Urban Design recommendations. The tallest buildings should be closest to the Metro station and the maximum height of 360 feet should be limited to the provision of an iconic building(s) nearest the Metro station.

- A proposed circulator alignment extends across this subdistrict, which is described in the Transportation chapter. In addition to the above guidance for this area,

redevelopment proposals along the alignment should provide ROW for this circulator and contribute toward its construction cost. In portions of this subdistrict, some potential additional intensity may be predicated on the circulator becoming operational; if so, redevelopment should be designed to accommodate the additional intensity. See the discussion of Intensity in the Areawide Land Use recommendations.

Tysons Central 123



Vision

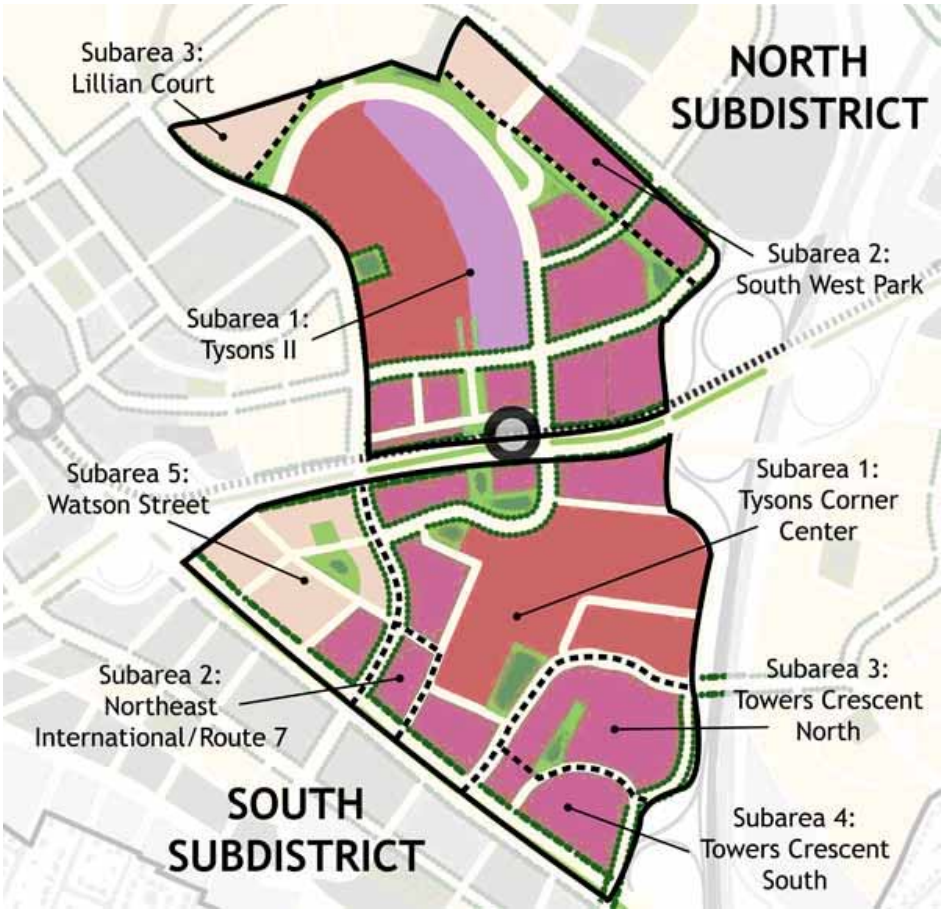
Tysons Central 123 has over half of Tysons' entire retail floor area. By building upon this strength, which includes providing street-front, ground floor retail and more entertainment uses, this district is envisioned to remain the region's signature shopping destination.

As part of this retail district, mixed-use high-rise hotel and conference facilities will offer space for exhibitions and conferences. These hotel and conference facilities will have immediate walking access to the district's regional retail space, and will be a short walk from the office concentration in the Tysons Central 7 district. Residents of the district's high-rise residential buildings will benefit from the available hotel services as well as the convenience of retail uses. To have the area function as an urban area, on-street parking will be a key ingredient as well as centrally located parking structures which are shared by numerous businesses and residents.

Marked connectivity and safety improvements will also be needed to facilitate walkability around the Metro station and to and from the malls and nearby businesses. A significant challenge to pedestrian connectivity is the steep grade change along the northeastern side of this district. Rather than disrupt the district's character or act as a barrier to connectivity, this topographical change is an opportunity to integrate this district with the abutting North Central district. To improve connectivity, parking structures should be built into the side of the hill between Tysons Boulevard and West Park Drive to provide a series of pedestrian terraces and plazas.

Running through the heart of Tysons Central 123 will be an improved Route 123, a boulevard with street trees and traffic calming treatments. As a transition on the edge of Tysons 123, Route 7 will also be designed as a tree lined boulevard and will be more pedestrian- and bicycle-friendly, with more crossings, to create connectivity between Tysons 123 and Old Courthouse South.

The land use concept for Tysons Central 123 is shown in the map below.



Note: Needs land use legend.

The district is composed of two subdistricts. The North Tysons Central 123 subdistrict is mostly the Tysons II mixed use development. The South Tysons Central 123 subdistrict is dominated by Tysons Corner Center, but does include two future urban neighborhoods: the Watson Street and Towers Crescent subareas.

Guidance for evaluating development proposals in each sub-district is contained in the Areawide Recommendations and the following subdistrict recommendations. Achieving the planned intensity is predicated upon the degree to which necessary public infrastructure is in place and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by the development proposals.

NORTH TYSONS CENTRAL 123 SUBDISTRICT

The North Tysons Central 123 subdistrict is comprised of about 125 acres and is generally bounded by Westpark Drive on the northeast, Route 123 on the south, and International Drive on the west. Existing development includes a regional shopping mall, office buildings, a hotel and a multifamily development. The vision for this subdistrict is to transform in to a significantly more intense mixed use area on the north side of the Tysons Central 123 Metro station. The subdistrict contains three subareas: the Tysons II mixed-use development, a portion of the West Park development and Lillian Court.

Subarea 1: Tysons II

Tysons II is comprised of about 95 acres, bounded by International Drive on the west, Route 123 on the south, South West Park (Subarea 2) on the northeast, and Lillian Court (Subarea 3) on the north. Existing development includes the Galleria at Tysons II shopping mall, office buildings and a hotel.

Base Plan

Prior to Metrorail, the area was planned and approved for a mix of offices, hotels and shopping mall with an intensity of 1.0 FAR (or approximately 4,700,000 square feet). From a design perspective, this intensity of development was suburban in character.

Redevelopment Option

The area is planned and approved for rail-related mixed use development with approximately 6,800,000 square feet. The land uses include more office, hotel and ground level retail and service uses, the addition of a residential component as well as the retention of the existing mall. The vision with this intensification is to create urban spaces that people can walk through easily as well as to and from the abutting Metro rail station. The area is planned for and approved with many urban design amenities including extensive streetscape features, plazas and an amphitheater. In addition to the amphitheater, many of the plazas will be large enough for open-air activities such as musical performances by small groups before a lunchtime audience. A variety of benches, low walls and/or steps will provide abundant seating, and public art will make the space appealing and attractive.

Since the mall and other existing development in this subarea do not permit an urban grid of streets and since accessibility is further limited by the proximity of the Capital Beltway as well as other physical constraints, intensities as envisioned at other Metro stations in Tysons will likely not be achievable. Even minor changes in land use mix, intensity and/or approved building site design will need to address the following:

- Changes to the mix of uses may be necessary to address traffic impacts during peak periods, such as converting approved office to residential uses. If additional residential is provided, a viable living environment must be created, including recreational facilities and other amenities for the residents and providing for affordable/workforce housing as indicated under the Land Use guidelines.

- Redevelopment proposals that increase intensity will need to include public facility, transportation and infrastructure analyses. These analyses will identify necessary commitments for improvements, phasing of improvements, and mitigation measures, such as greater TDM commitments to address traffic impacts during peak periods. Needed improvements should be provided consistent with the Areawide Public Facility, Transportation and Environmental Stewardship recommendations.

- Additional open space amenities within the subarea and/or in conjunction with the South West Park subarea should be provided. To address this issue, innovative solutions should be explored to provide additional open space amenities, coordinating development with the adjacent South West Park Subarea. For example, the "pooling" of land between the two subareas could result in a major open space amenity for this portion of Tysons Corner. Open space quantity and character should be consistent with the urban park and open space standards in the Environmental Stewardship section and guidelines in the Urban Design section.

- Improvements to pedestrian and vehicular accessibility within Subareas 1 and 2 of this subdistrict will be necessary to address the envisioned urban character. As discussed in the introduction to the Tysons Central 123 District, there is a steep grade change between the two subareas. To improve connectivity, parking structures should be built into the side of the hill between Tysons Boulevard and West Park Drive to provide a series of pedestrian terraces and plazas. To improve vehicular circulation, the Jones Branch extension should be provided as shown in the Area-wide Transportation recommendations.

- Existing and approved building heights range from the Galleria at Tysons II at approximately 65 feet, to high-rise buildings approved at almost 350 feet. Changes in approved building heights should be consistent with the building height map and guidelines in the Urban Design section. This guidance indicated that the tallest buildings are planned up to 360 feet and are located near the Metro station, south of Galleria Drive; maximum height should be associated with the provision of an iconic building(s) near the Metro station. North of Galleria Drive and along either side of Tysons Boulevard, buildings are planned up to 300 feet; and the existing mall is planned for building heights up to 200 feet (to accommodate some redevelopment, if appropriate). As indicated under the building height guidelines in the Urban Design section, building heights should vary within the subarea. Building heights at or near the top of the limit should be

achieved if the result would be more usable open space, improved pedestrian circulation and/or the establishment of a focal point.

- Proposed circulator alignments extend through or abut portions of this subarea, which is described in the Transportation section. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide ROW for this circulator and contribute toward its construction cost. In portions of this subarea, some increase in intensity may be available once the circulator is operational; if so, redevelopment should be designed to accommodate the additional intensity. See the Intensity section of the Areawide Land Use recommendations.

Subarea 2: South West Park

This portion of West Park forms the northeastern boundary of the subdistrict and is comprised of about 20 acres. Existing development is suburban office buildings with surface parking. The area's existing intensity is about 0.40 FAR.

Base Plan

Prior to Metrorail being funded, this area is planned for office with support retail and service uses at an intensity averaging about 0.6 FAR. As an option, it is planned for a mix of office and residential uses averaging about 0.80 FAR (if the mix of uses has less traffic impact than office redevelopment at 0.6 FAR).

Redevelopment Option

With the advent of Metrorail, the vision for this area is to redevelop primarily with office uses (that include ground level retail) at a substantially higher intensity with an urban character. However, the degree of intensification is contingent on how well development integrates with Tysons II through pedestrian and vehicular linkages. Without significant integration, walking distance from the Tysons Central 123 station may be over ½ mile. Any redevelopment that is not with in ½ mile walk distance of the Metro station should not exceed an intensity of 1.0 FAR for office use and not exceed 1.5 FAR for mixed use include residential use (the mix of uses should have less traffic impact than office redevelopment at 1.0 FAR).

To achieve this vision, development proposals should address the Areawide Recommendations, conform to the Land Use Concept Map, and provide for the following.

- The vision is to redevelop the subarea with more intense office buildings for portions within ½ mile walking distance of the Metro station. In addition, this redevelopment is encouraged to be more diverse in land uses, including potential

hotel and residential uses. All redevelopment should provide support retail and service uses. The intensities and land use mix should be consistent with the Areawide Land Use recommendations.

- Logical and substantial parcel consolidation must be achieved and provide for well-designed projects that function efficiently on their own, can integrate with planned redevelopment on adjacent property, and do not preclude or hinder other parcels from redeveloping in conformance with the Plan. In most cases, consolidation should be sufficient in size to provide for redevelopment in several phases, which can be linked to the provision of public facilities and infrastructure and/or demonstrating attainment of critical Plan objectives such as targets for TDM mode splits and green buildings. If consolidation cannot be achieved, as an alternative, coordinated development plans may be provided as indicated in the Areawide Land Use guidelines.

- In this subarea, coordinated development plans with Tysons II will be essential to create the envisioned urban environment. Coordinated development plans are necessary to overcome the significant grade change between the two subareas. To address the issue of improving pedestrian connectivity, parking structures should be built into the side of the hill between Tysons Boulevard and West Park Drive to provide a series of pedestrian terraces and plazas.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets. To improve vehicular circulation, the Jones Branch extension should be provided as shown in the Areawide Transportation recommendations. To improve connectivity, other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements may need to be provided. The ability to realize planned intensities will depend greatly on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation chapters.

- Urban design and open space amenities, such as streetscapes, plazas, courtyards, landscaping, lighting and seating should be provided consistent with the Urban Design guidelines as well as consistent in quantity with the urban park and open space standards under the Environmental Stewardship guidelines.

- If redevelopment includes a residential component, a viable living environment should be created. This includes recreational facilities and other amenities for the residents, and provides for affordable/workforce housing as indicated under the Areawide Land Use guidelines.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should include commitments for improvements, phasing of improvements, and mitigation measures identified as needed. Needed improvements should be provided consistent with the Areawide Public Facility, Transportation and Environmental Stewardship recommendations.

- Two specific public facilities are identified for the abutting North Central District: a public school (potentially to be an elementary school) and a large urban park. Since these facilities (especially the park) will be amenities for this subarea, redevelopment should provide contributions to both facilities.

- The maximum building height in this subarea is 200 feet, as shown on the building height map in the Urban Design section. As indicated under the building height guidelines in the Urban Design section, building heights should vary within the subarea. Building heights at or near the top of the limit should be achieved if the result would be more usable open space, improved pedestrian circulation and/or the establishment of a focal point.

- Proposed circulator alignments extend through or abut this subarea, which is described in the Transportation section. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide ROW for these circulators and contribute toward their construction cost. In portions of this subarea, some increase in intensity may be available once the circulator is operational; if so, redevelopment should be designed to accommodate the additional intensity. See the Intensity section of the Areawide Land Use recommendations.

Subarea 3: Lillian Court

Lillian Court is comprised of XX acres. It is the northernmost part of this subdistrict and is bounded on the south by Tysons Boulevard and on the west by International Drive.

Base Plan

This subarea is planned for and developed with multi-family residential use at 30 dwelling units per acre.

Redevelopment Option

Redevelopment to higher residential intensity may be considered if the property is within ½ mile walking distance of a Metro station and/or in proximity of a circulator after it is operational; under either case, redevelopment should be designed to accommodate the additional intensity. In addition, if redevelopment is to be considered, the maximum

building height should not exceed 150 feet, and any increase in height above existing development is conditioned upon achieving compatibility with the Rotonda. Building heights at or near the top of the limit can be achieved if the result would be more usable open space and improved pedestrian circulation. A variety of building heights should be provided in the subarea with maximum heights used to help establish a focal point. (See the Building Heights Map and Building Height Guidelines in the Urban Design section).

SOUTH TYSONS CENTRAL 123 SUBDISTRICT

The South Tysons Central 123 subdistrict is comprised of about 160 acres and is bounded by Route 123 on the north, the Capital Beltway on the east and Route 7 on the southwest. Existing development is predominantly retail and office use, including Tysons Corner Center, the region's first super-regional mall which draws thousands of shoppers from the metropolitan area and beyond. The subdistrict also contains a hotel and Tycon Tower, currently the largest office building in Tysons Corner.

The vision for this subdistrict is to transform into a significantly more intense mixed use area on the south side of the Tysons Central 123 Metro station. The subdistrict contains five subareas: Tysons Corner Center, Northeast International/Route 7, Towers Crescent North, Towers Crescent South and Watson Street Subareas.

Subarea 1: Tysons Corner Center

Tysons Corner Center is comprised of about 80 acres, bounded by International Drive on the west, Route 123 on the north, the Capital Beltway on the east, Tower Crescent on the southeast and Route 7 on the south. Existing development is the Tysons Corner Center regional mall which contains approximately 2.5 million square feet and has an intensity of 0.70 FAR.

Base Plan

Prior to Metrorail, this subarea was planned for retail, office, hotel uses up to 0.80 FAR, with the regional retail use being the predominant use.

Redevelopment Option

The area is planned and approved for rail-related mixed use development with approximately 6,000,000 square feet. The land uses include office, hotel, a large residential component, and support retail and service uses, as well as the retention of the regional mall. The office, hotel and residential uses are concentrated within about one-eighth mile walk distance of the Metro station entrance, north of the existing mall. The vision with this intensification will create urban spaces that people can walk through easily as well as to and from the abutting Metrorail station and surrounding areas. The area is planned for and approved with many urban design amenities including extensive

streetscape features, plazas, a dog park and a multi-use pavilion. In addition to the pavilion, many of the plazas will be large enough for open-air activities such as musical performances by small groups before a lunchtime audience. A variety of benches, low walls and/or steps will provide abundant seating, and public art will make the space appealing and attractive.

Since the retention of Tysons Corner Center and other approved developments do not permit an urban grid of streets and since accessibility is further limited by the proximity of the Capital Beltway as well as other physical constraints, intensities as envisioned at other Metro stations in Tysons will likely not be achievable. Even minor changes in land use mix, intensity and/or approved building site design will need to address the following:

- Changes to the mix of uses will need to address traffic impacts during peak periods, such as converting approved office to residential or hotel use. If additional residential is provided, a viable living environment should be created. This should include recreational facilities and other amenities for the residents and provide for affordable/workforce housing as indicated under the Land Use guidelines.

- Consideration for increased intensity will need public facility, transportation and infrastructure analyses. The results of these analyses should be commitments for improvements, phasing of improvements, and mitigation measures, such as modifications to TDM commitments that address traffic impacts during peak periods. Needed improvements should be provided consistent with the Areawide Public Facility, Transportation and Environmental Stewardship recommendations.

- Open space quantity and character should be consistent with the urban park and open space standards in the Environmental Stewardship section and guidelines in the Urban Design section. Urban design and open space amenities, such as streetscapes, plazas, courtyards, landscaping, lighting and seating should be provided according to the Urban Design guidelines, as well as consistent in quantity with the urban park and open space standards under the Environmental Stewardship guidelines.

- The approved development made significant commitments to improve pedestrian and vehicular accessibility within and to the adjacent areas. However, with consideration of additional intensification, a grid of streets may be necessary, which will likely require significant changes to the regional mall. The ability to realize additional intensity will depend greatly on the degree to which access and circulation improvements are provided consistent with guidance in the Urban Design and Transportation chapters.

- Existing and approved building heights range from Tysons Corner Center at approximately 65 feet to high-rise buildings approved at about 350 feet near the

Metro station. Changes in approved building heights should continue to focus the tallest buildings close to the Metro station where building height is planned up to 360 feet; the maximum height should be associated with the opportunity for an iconic building(s). Building heights (generally beyond one-eighth mile from the Metro station) should be between 150 and 200 feet.

- On the east side of the mall, buildings facing across the Capital Beltway (I-495) to the Regency or Encore multifamily developments should be oriented so that the longest dimensions of the buildings are not parallel to I-495. No building on the east side of the mall should exceed the height of the Tycon Towers office building (at 205 feet) and should not undermine the character of that building as a gateway to Tysons Corner. A variety of building heights should be provided. Buildings at or near the top of the limit can be achieved if it results in more usable open space, improved pedestrian circulation and urban design amenities. Changes in approved building heights should be consistent with the above guidance as well as guidelines in the Urban Design section.

- Proposed circulator alignments extend through or abut portions of this subarea, which is described in the Transportation section. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide ROW for these circulators and contribute toward their construction cost. In portions of this subarea, some increase in intensity may be available once the circulator is operational; if so, redevelopment should be designed to accommodate the additional intensity. See the Intensity section of the Areawide Land Use recommendations.

View looking toward Tysons Central 123 Metrostation from the urban park and pavilion at Tysons Corner Center mall.

Subarea 2: Northeast International/Route 7

This subarea is comprised of XX acres and is located at the northeast corner of the intersection of Route 7 and International Drive.

Base Plan

It is planned for and developed with an office building with support retail and service uses up to 1.5 FAR. The existing development resulted from implementing a Plan option which provided the following:

- Sidewalks or other appropriate pedestrian facilities to create a strong linkage from this property to the shopping mall's nearest entrances and provide visible access for pedestrians coming into Subarea 2 from other areas.

- Building(s) oriented to International Drive or to a major circulation feature, with parking provided primarily underground or in a structure.

Redevelopment Option

Redevelopment to higher intensity office or mixed use building may be considered if the property is within one-third to one-half mile walking distance of a Metro station and/or in proximity of a circulator after it is operational. In addition, if redevelopment is to be considered, the maximum building height should not exceed 150 feet (See the Building Heights Map and Building Height Guidelines in the Urban Design section).

Subarea 3: Towers Crescent North

Towers Crescent North is comprised of XX acres and is located along the north and west sides of Towers Crescent Drive, abutting Tysons Corner Center. This subarea includes one of Tysons four gateway buildings, the Tycon Tower. It is currently one of the tallest buildings in Tysons. .

Base Plan

This area was planned for office use up to 1.65 FAR.

Redevelopment Option

The subarea is planned and approved for mixed use with office, residential and support retail and service uses at 2.5 FAR. The approved development resulted from implementing a Plan option which encouraged converting office use to residential use.

The approved development provides many pedestrian and open space amenities, such as a large urban green and a pedestrian bridge connection to Tysons Corner Center. The residential component provides recreational facilities and affordable and workforce housing. Building heights are planned and approved with Tycon Tower having the subarea's maximum height of 205 feet, which retains its prominence as a gateway building. In general, heights of other buildings decrease with their distances from Tycon Tower.

A proposed circulator alignment extends along Old Meadow Road across the Beltway to this subarea. If this alignment is implemented, this subarea may need modifications to the area's roads and may need to provide ROW for this improvement. Additional intensity may be allowed after the circulator is operational as described in the intensity section of the Land Use chapter.

Subarea 4: Towers Crescent South

This subarea is comprised of XX acres and is located south of Towers Crescent Drive and north of Route 7.

Base Plan

This subarea is planned for and developed with retail uses for all parcels except 39-2 ((4)) A. This parcel is planned for and developed with hotel and support retail uses up to 1.4 FAR.

Redevelopment Option

As an option, mixed-use development with office, hotel and/or retail uses up to 1.4 FAR is appropriate if all parcels within the sub-unit are consolidated. Development proposals should show how these parcels are integrated to function as a single development. Improved pedestrian walkways should be provided that make the pedestrian experience pleasant and safe, particularly to connect with Subarea 3 (Towers Crescent North). The maximum building height should not exceed 150 feet (See the Building Heights Map and Building Height Guidelines in the Urban Design section).

Redevelopment to higher intensity mixed use building may be considered if the property is within one-third to one-half mile walking distance of a Metro station and/or in proximity of the area's circulator after it is operational. Redevelopment proposals along the circulator alignment should provide ROW for this circulator and contribute toward its construction cost. Redevelopment should be designed and phased to accommodate additional intensity associated with the circulator. See the Intensity section of the Areawide Land Use recommendations.

Subarea 5: Watson Street

This area is comprised of about 24 acres, and is bounded by Route 123 on the north, International Drive on the east, Route 7 on the south, and the Route 7/123 interchange on the west.

Base Plan

The area is planned for and mostly developed with retail uses except for three office buildings which front on Route 7. The existing office buildings are planned and developed up to 1.65 FAR.

Redevelopment Option

With the advent of Metrorail, the vision for this subarea is to redevelop into an urban neighborhood with residential and hotel uses, with ground level retail and service uses along Watson and Fletcher Streets, and office uses predominant along Route 7.

To achieve this vision, development proposals should address the Areawide Recommendations, conform to the Land Use Concept Map, and provide for the following.

- The vision for this subarea is to redevelop into an urban residential neighborhood with some diversity in land uses, which include ground level retail and service uses as well as some hotel and office uses. The intensities and land use mix should be consistent with the Areawide Land Use recommendations.

- Logical and substantial parcel consolidation must be achieved and provide for well-designed projects that function efficiently on their own, can integrate with planned redevelopment on adjacent property, and do not preclude or hinder other parcels from redeveloping in conformance with the Plan. In most cases, consolidation should be sufficient in size to provide for redevelopment in several phases, which can be linked to the provision of public facilities and infrastructure and/or demonstrating attainment of critical Plan objectives such as targets for TDM mode splits and green buildings. If consolidation cannot be achieved as indicated above, as an alternative, coordinated development plans may be provided as indicated in the Areawide Land Use guidelines.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting areas through the provision of the grid of streets. In addition, other pedestrian and bike circulation improvements should be provided that improve connectivity. The ability to realize planned intensities will depend greatly on the degree to which

access and circulation improvements are provided consistent with guidance in the Urban Design and Transportation sections.

- Urban design and open space amenities, such as streetscapes plazas, courtyards, landscaping, lighting and seating should be provided consistent with the Urban Design guidelines as well as consistent in quantity with the urban park and open space standards under the Environmental Stewardship guidelines. Several urban greens or plazas are shown on the land use concept map for this area.

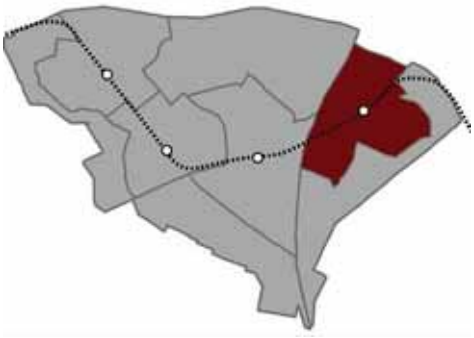
- Residential developments in this subarea need to create viable living environments, including recreational facilities and other amenities for the residents, and providing for affordable/workforce housing as indicated under the Land Use guidelines.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should include commitments for improvements, phasing of improvements, and mitigation measures. Needed improvements should be provided consistent with the Areawide Public Facility, Transportation and Environmental Stewardship recommendations. A specific public facility need identified for this area is the provision of a fire station; this facility should be accommodated in this area's redevelopment.

- Maximum building heights in this area range from 150 feet to 200 feet, depending upon location, as shown on the building height map in the Urban Design section. In general, the northern half of the subarea is shown to have maximum building heights of 200 feet and the southern half is shown to have maximum heights of 150 feet. A variety of building heights should be provided. Buildings at or near the top of the limit can be achieved if they result in more usable open space, improved pedestrian circulation, and/or urban design amenities.

- Proposed circulator alignments abut this subarea, as shown in the Transportation section. In addition to the above guidance for this area, redevelopment proposals along the alignments should provide ROW for the circulators and contribute toward construction cost. In portions of this subarea, some potential additional intensity may be available once the circulator is operational; if so, redevelopment should be designed to accommodate the additional intensity. See the Intensity section of the Areawide Land Use recommendations.

Tysons East



Tysons East serves as a signature gateway for those coming to Tysons from the east. The defining focus of Tysons East will be Scotts Run, which is envisioned to transform into a great urban park surrounded by mixed-use: office, residential, hotel, support retail and service uses. In addition, the area should include institutional and public uses, such as educational and recreational facilities.

Scotts Run, which serves as the central feature of the district, will become an active urban park with a variety of landscapes including wooded hills, meadows and ponds that could provide options for people using the park, such as relaxing and enjoying the scenery, listening to summer music in the park or participating in active recreation. Intimate gardens with shady places of retreat could provide relief and gathering places for families and office workers.

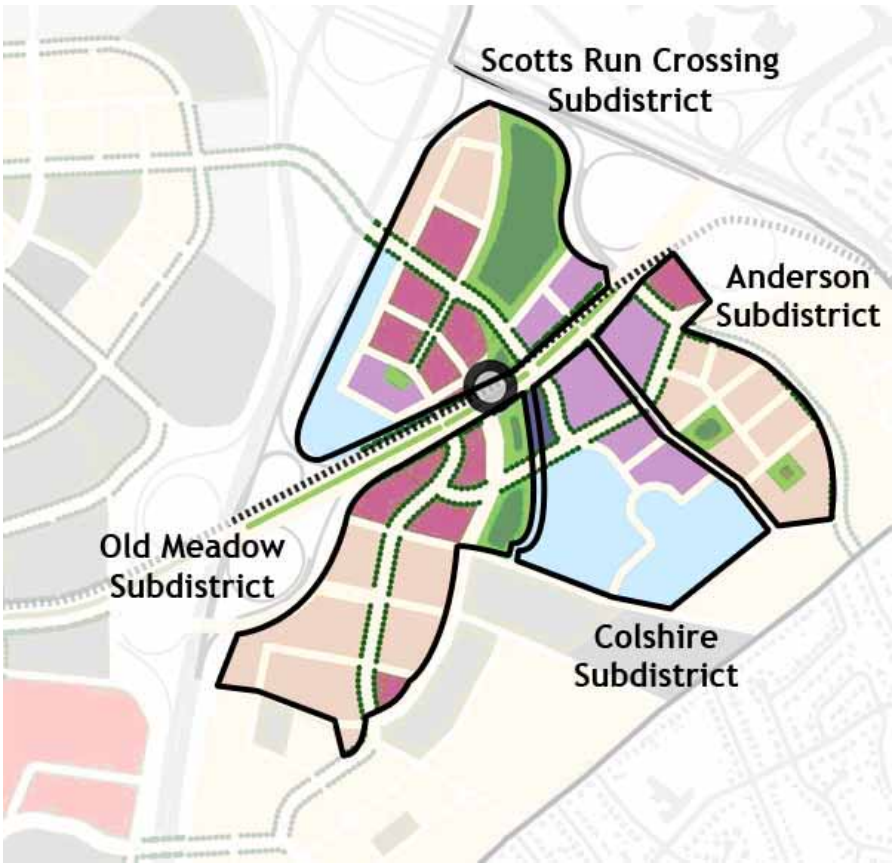
Public and institutional facilities such as professional education, recreational, health and sports amenities should be located in this district and be focused along or close to Scotts Run. These amenities will be essential to attracting professional, creative class households, such as architects, professors, and computer programmers, whose jobs could be located in Tysons.

The district is composed of four subdistricts, which are interconnected places; all but one has direct access to Scotts Run. There are two office mixed use subdistricts and two urban residential subdistricts. One of the office mixed use subdistricts is Scott Run Crossing, which is north of Route 123 abutting the Tysons East Metro station; the other is the Colshire subdistrict south of Route 123. The two residential mixed use subdistricts are Old Meadow and Anderson.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Achieving the planned intensity is predicated upon the degree to which necessary public

infrastructure is in place and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by the development proposals.

The land use concept for the Tysons East district is shown in the map below.



Note: Needs land use legend. Also, district should include portion of McLean Commons that is on the east side of Anderson Road.

SCOTTS RUN CROSSING AND COLSHIRE SUBDISTRICTS

The Scotts Run Crossing subdistrict is comprised of about xxx acres and is bounded by the Dulles Airport Access Road (DAAR) on the north, Route 123 on the east and south, and the Capital Beltway on the west. The Colshire subdistrict is comprised of about xxx acres and is bounded by Route 123 on the north, Scotts Run on the west, the Anderson subdistrict on the east and the East Side District on the south.

Base Plan

Prior to Metrorail service, these subdistricts are planned for and developed with office use up to an average .65 FAR for the combined subdistricts, with a maximum

intensity of 1.0 FAR on individual and/or groupings of parcels. The only exception is in the Scotts Run Crossing subdistrict which includes one multifamily development (Gates of McLean) developed and planned for 30 dwelling units per acre.

Redevelopment Option

Both subdistricts are planned for substantial redevelopment to mixed use with office being the predominant use. Each subdistrict is envisioned to become a mixed use area with an increased intensity and diversity of land use including more office and the addition of hotel, residential, support retail, and public and institutional uses. A key feature in both subdistricts is Scotts Run; redevelopment proposals will need to be designed in a manner that ensures this open space will become an active urban park and areawide amenity.

To achieve this vision, development proposals should address the Areawide Recommendations, conform to the Land Use Concept Map, and provide for the following.

- As indicated above, the vision for these subdistricts is to redevelop with more office buildings with significantly higher intensity near the Metro station as well as to become more diverse in land uses, which should include hotel, residential and support retail uses. The intensities and land use mix should be consistent with the Areawide Land Use recommendations.

- Logical and substantial parcel consolidation must be achieved and provide for well-designed projects that function efficiently on their own, can integrate with planned redevelopment on adjacent property, and do not preclude or hinder other parcels from redeveloping in conformance with the Plan. In most cases, consolidation should be sufficient in size to provide for redevelopment in several phases, which can be linked to the provision of public facilities and infrastructure and/or demonstrating attainment of critical Plan objectives such as targets for TDM mode splits and green buildings. For property with in one-eighth mile of the Metro station, consolidation should include about 15 acres and include property in the second intensity tier (area between 1/8 and ¼ mile of the station). If consolidation cannot be achieved as indicated above, as an alternative, coordinated development plans may be provided as indicated in the Areawide Land Use guidelines for parcel consolidation and coordinated development plans.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets.

- In the Scotts Run Crossing subdistrict, two major circulation improvements are a new ramp from the DAAR and the extension of Scott Run Crossing Road over the Beltway. Redevelopment along these alignments should provide right-of-way and contribute toward construction, as determined appropriate by the County.

- In the Colshire subdistrict, a major circulation improvement is the extension of Colshire Meadow Drive to Chain Bridge Road. Redevelopment along this alignment should provide right-of-way and contribute toward construction, as determined appropriate by the County.

For both subdistricts, other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. The ability to realize planned intensities will depend greatly on the degree to which access and circulation improvements are provided consistent with guidance in the Areawide Urban Design and Transportation recommendations.

- Urban design and open space amenities, such as streetscapes, plazas, courtyards, landscaping, lighting and seating should be provided consistent with the Urban Design guidelines as well as consistent in quantity with the urban park and open space standards under the Environmental Stewardship guidelines.

- When redevelopment includes a residential component, a viable living environment should be created. This includes recreational facilities and other amenities for the residents, and provides for affordable/workforce housing as indicated under the Land Use guidelines.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should include commitments for improvements, phasing of improvements, and mitigation measures. Needed improvements should be provided consistent with the Areawide Public Facility, Transportation and Environmental Stewardship recommendations.

- A specific public facility need identified for the Colshire subdistrict is the provision of a fire station; this facility should be accommodated in this area's redevelopment.

- Building heights in these subdistricts range from 105 feet to 360 feet, depending upon location, as shown on the building height map in the Urban Design chapter.
  - The lowest building heights in the Colshire subdistrict are adjacent to the East Side District, where buildings need to provide a compatible transition in scale and mass. Abutting the East Side District, the maximum height is 105 feet, with height increasing with distance from the East Side District. Next to the Metro station building heights may be allowed up to 360 feet. The maximum height

should be associated with the opportunity for an iconic building(s) near the Metro station.

- Since the Scotts Run Crossing Subdistrict is separated from suburban neighborhoods by the extensive right-of-way of the DAAR , this subdistrict's building heights are between 150 and 360 feet. The maximum height should be reserved for an iconic building(s) near the Metro station.

• A proposed circulator alignment extends through these subdistricts, which is described in the Areawide Transportation recommendations. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide ROW for this circulator and contribute toward its construction cost. In portions of these subdistricts, some potential additional intensity will be available once the circulator is operational; if so, redevelopment should be designed to accommodate the additional intensity. See the Intensity section of the Areawide Land Use recommendations.

View toward Tysons East Metrostation from Old Meadow Subdistrict

OLD MEADOW AND ANDERSON SUBDISTRICTS

The Old Meadow subdistrict is comprised of about xxx acres and is bounded by Route 123 on the north, the Capital Beltway on the west, Scotts Run on the east and the East Side District on the south. The Anderson subdistrict is comprised of about xxx acres and is bounded by Route 123 on the north, DAAR on the east, the Colshire subdistrict on the west and the East Side District on the south.

Base Plan

Prior to Metrorail service, the Old Meadow subdistrict was developed and planned for office and light industrial uses up to an average .65 FAR. Most of the Anderson subdistrict was planned for and developed with residential use up to 20 dwelling units per acre (the McLean Commons). The exceptions are the Commons Village Shopping Center located on Anderson Road south of Colshire Drive, which is planned for and developed with retail use, and the northernmost parcels (Parcels 30-3((28)) A, 6A & 6B), which are developed and planned for office uses up to an average .65 FAR.

Redevelopment Option

Both subdistricts are envisioned to redevelop into urban residential neighborhoods that feature lively neighborhood shopping streets with local-serving goods and services such as groceries, bookstores, music stores, art studios, and restaurants. Each subdistrict should provide a diversity of housing choices including affordable and family housing on safe, narrow, tree-lined streets with views terminating in open spaces and parks. Farther from the Tysons East station, the housing density should step down gradually to be consistent with the planned residential development in the East Side District.

To achieve this vision, development proposals must address the Areawide Recommendations, conform to the Land Use Concept Map, and provide for the following:

- The vision for these subdistricts is to redevelop into urban residential neighborhoods with significantly higher intensity oriented to the Metro station. Also, the portions of each subdistrict closest to the Metro station should have more diversity in land uses, which should include hotel, office and support retail uses in addition to high intensity residential use. The intensities and land use mix should be consistent with the Areawide Land Use recommendations.

- Logical and substantial parcel consolidation must be achieved and provide for well-designed projects that function efficiently on their own, can integrate with planned redevelopment on adjacent property, and do not preclude or hinder other parcels from redeveloping in conformance with the Plan. In most cases, consolidation should be sufficient in size to provide for redevelopment in several

phases, which can be linked to the provision of public facilities and infrastructure and/or demonstrating attainment of critical Plan objectives such as targets for TDM mode splits and green buildings. For property with in one-eighth mile of the Metro station, consolidation should include about 15 acres and include property in the second intensity tier (area between 1/8 and ¼ mile of the station). If consolidation cannot be achieved as indicated above, as an alternative, coordinated development plans may be provided as indicated in the Areawide Land Use guidelines.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict and how it will connect to the abutting districts/subdistricts through the provision of the grid of streets.

  - In the Old Meadow subdistrict, a major circulation improvement is a new road adjacent to Scotts Run. Redevelopment along this and other planned road alignments should provide right-of-way and contribute toward roadway construction, as determined appropriate by the County.

  - In the Anderson subdistrict, a major circulation improvement is the extension of Colshire Meadow Drive to Chain Bridge Road. Redevelopment along this planned alignment should provide right-of-way and contribute toward roadway construction, as determined appropriate by the County.

  For both subdistricts, other connecting local streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided. Additional intensification should not be allowed without the provision of circulation improvements consistent with guidance in the Urban Design and Transportation chapters. Since Scotts Run is a key feature abutting the Old Meadow subdistrict, redevelopment proposals will need to be designed in a manner that ensures this open space will become an active urban park.

  In the Anderson subdistrict, there are several opportunities to provide notable open space amenities, redevelopment proposals will need to be designed in a manner provide these open space amenities and/or contribute to improvements to open space elsewhere with in the District or the abutting East Side District.

- Urban design and open space amenities, such as streetscapes, plazas, courtyards, landscaping, lighting and seating should be provided consistent with the Urban Design guidelines as well as consistent in quantity with the urban park and open space standards under the Environmental Stewardship guidelines.

- When redevelopment includes a residential component, a viable living environment should be created. This includes recreational facilities and other amenities for the

residents, and provides for affordable/workforce housing as indicated under the Land Use guidelines.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should include commitments for improvements, phasing of improvements, and mitigation measures identified as needed. Needed improvements should be provided consistent with guidance in the Public Facility, Transportation and Environmental Stewardship chapters.

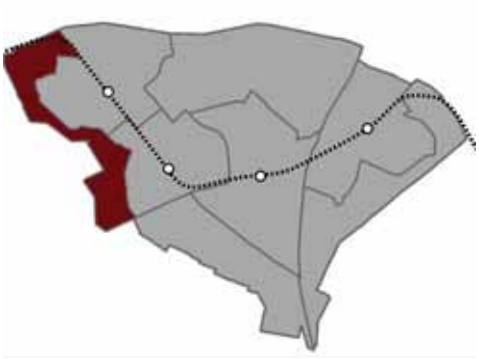
- Building heights in these subdistricts range from 75 feet to 200 feet, depending upon location, as shown on the building height map in the Urban Design chapter.

    - The lowest building heights in the Old Meadow subdistrict are adjacent to the East Side District, where buildings need to provide a compatible transition in scale and mass. Abutting the East Side District, the maximum height is 105 feet, with height increasing with distance from the East Side District. The areas closest to the Metro station have building heights up to 200 feet.

    - The lowest building heights in the Anderson subdistrict are adjacent to the East Side District, where buildings need to provide a compatible transition in scale and mass; abutting the Hunting Ridge neighborhood, the maximum height is 75 feet; abutting the remainder of the East Side District, the maximum height is 105 feet, with height increasing with distance from the East Side District; the areas closest to the Metro station have building heights up to 200 feet.

- A proposed circulator alignment extends through Old Meadow subdistrict, which is described in the Areawide Transportation recommendations. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide ROW for this circulator and contribute toward its construction cost. In portions of these subdistricts, some additional potential intensity is predicated on the circulator becoming operational; if so, redevelopment should be designed to accommodate the additional intensity. See the Intensity section of the Areawide Land Use recommendations.

West Side



The West Side district is developed with two residential neighborhoods and includes the Old Courthouse Spring Branch stream valley park as a key feature. This stream valley park, along with Freedom Hill Park and Raglan Road Park, result in about half of the land in this district being parkland.

Because of its location on the edge of Tysons, the West Side District serves as a transition from planned high intensity mixed-use in the Tysons West and Tysons Central 7 TOD districts to the single family neighborhoods just outside of Tysons. The residential development in the West Side District is mostly single family townhouses with some multi-family use, including housing for seniors. The Old Courthouse Spring Branch stream valley park could be developed with passive recreational facilities. Planned "green" street connections will tie the Tysons West Metro station to the West Side District, drawing people to the public amenity provided by Old Courthouse Spring Branch stream valley park. Sidewalk and trail connections will provide enhanced access to Metro and other transit from surrounding neighborhoods.

Specific guidance for uses and intensities as envisioned in the Plan are provided in the subdistrict text that follows. However, most land within these subdistricts has already developed in a manner consistent with the vision and has incorporated the recommendations and guidelines into approved development plans.

The land use concept for the West Side district is shown in the map below.

Note: Needs land use legend. Also, pedestrian connections to abutting neighborhoods to west need to be added on the power line easement and closed portion of Ashgrove Lane.

OLD COURTHOUSE SPRING BRANCH SUBDISTRICT

The Old Courthouse Spring Branch Environmental Quality Corridor (EQC), Raglan Park, Freedom Hill Park and other publicly owned land form the western boundary of the West Side District. This portion of the district provides a visual and physical separation between Tysons Corner and the adjacent neighborhoods. The Old Courthouse Spring Branch EQC, which has been preserved with its dense vegetation, provides a substantial barrier from the Dulles Airport Access Road (DAAR) southward toward Gosnell Road.

This area is also planned for and developed with other public parks and public facilities, which include the Town of Vienna water tower, Raglan Road Park, and Freedom Hill Park. The City of Falls Church owns Parcel 29-3((1))28. Any public uses in this area should maintain open space areas between the public uses and the adjacent single-family neighborhoods to provide appropriate buffering. Additional guidance is provided in the Vienna Planning District, Spring Lake Community Planning Sector (V3), Land Use recommendation #6.

ASHGROVE SUBDISTRICT

The focal point of the neighborhood is the Ash Grove, a dwelling with two outbuildings, which is listed in the County's Inventory of Historic Sites. The area is planned and developed consistent with the vision of providing a transition to the abutting single family neighborhoods. The area's development is based on the following specific conditions as well as area-wide guidance.

- The area is fully consolidated and yields approximately 12 dwelling units per acre on the land area.
- Multi-family residential use is approximately 60 percent of residential units, with townhouse residential units designed as an integral component of the development.
- Ash Grove, and a minimum of two acres of associated non-EQC property, is dedicated to the Fairfax County Park Authority to be used as a public park site or other appropriate adaptive use. In addition, the specimen trees near the house are preserved.
- Public vehicular access from the Ashgrove neighborhood is limited to Route 7 via Sheraton Tysons Drive and Ash Grove Lane.
- Ashgrove House Lane was designed to preserve the vista to Ash Grove.
- Residential development should be designed in a manner that provides adequate buffering and screening from nonresidential development to the east and south.
- On-site recreation facilities are sufficient to serve the residential community.
- The EQC located on the east side of Old Courthouse Spring Branch is preserved as public open space through dedication to the Fairfax County Park Authority and is developed with a pedestrian trail system that is designed to connect the Ash Grove House to portions of this residential development and the office area to the south.
- Appropriate noise mitigation measures are provided to buffer noise from the Dulles Airport Access Road and Dulles Toll Road.
- Public vehicular access across Old Courthouse Spring Branch shall not be provided to Route 7.
- Development should be designed to connect to the new collector road which will extend from Ash Grove Lane south to Gosnell Road.

Building heights in this subdistrict range from up to 50 feet adjacent to the Tysons Sheraton Hotel and up to 35 feet on the remaining area east of the Old Courthouse Spring Branch EQC. See the Building Heights Map in the Areawide Urban Design recommendations.

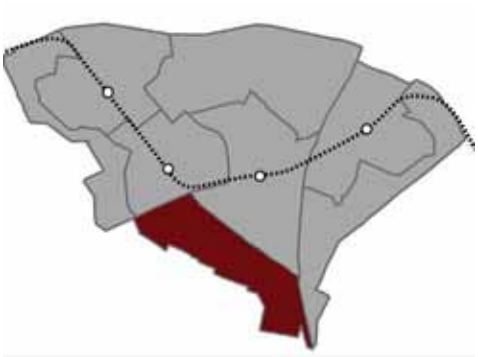
GOSNELL SUBDISTRICT

The Gosnell Neighborhood is comprised of about 68 acres and generally bounded by Old Courthouse Spring Branch EQC on the north, Gosnell Road on the east, Route 123 on the south and the Town of Vienna on the west. Existing land use is mostly residential with townhouses being the predominant housing type; the area includes a multi-family development providing housing for the elderly and a retail use at the corner of Gosnell and Route 123.

The vision for this area is to complete the established development pattern through compatible infill development to form a strong boundary and transitional area on this edge of Tysons Corner. Residential infill should be at 5 to 8 dwelling units per acre. To exceed the low end of the range, logical and substantial parcel consolidation should be provided to ensure well-designed projects that function efficiently and do not preclude the development of adjacent parcels in conformance with the Plan. Development proposals should show how new development will integrate with other development within this land unit through pedestrian linkages and other urban design amenities. Additional guidance is provided in the Vienna Planning District, Spring Lake Community Planning Sector (V3), Land Use recommendation

Building heights in this subdistrict are up to 35 feet as shown on the Building Heights Map in the Areawide Urban Design recommendations.

Old Courthouse



Located between Route 7 and the edge of Tysons (south of Old Courthouse Road), the Old Courthouse district will have smaller scale office buildings and residential developments than TOD districts and will serve as a transition area between the Tysons Central 123 district and the neighboring communities.

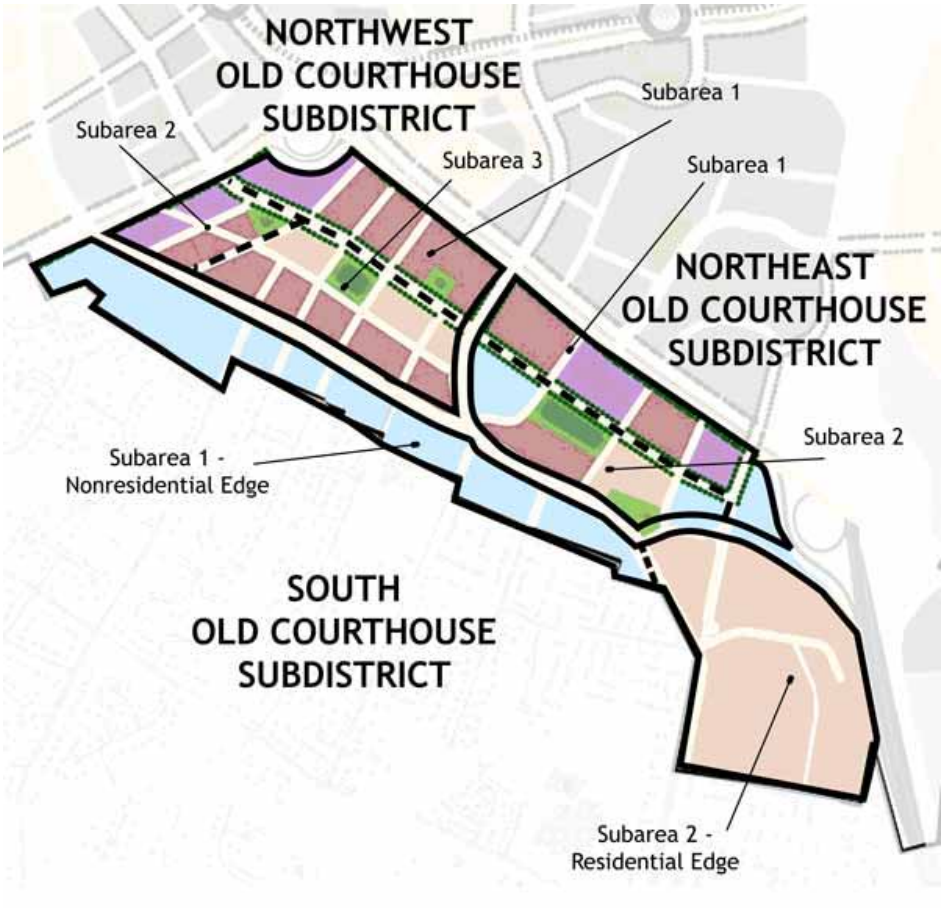
With additional infill and redevelopment, portions of the Old Courthouse district will evolve into a neighborhood that supports an active 24-hour environment where people go to restaurants or shopping after work. Residential development will become a dominant use in several subdistricts, which will create the sense of community throughout much of this district.

As Route 7 runs through the Old Courthouse district, street treatments will calm traffic and soften its negative visual impact from the businesses and residents fronting the arterial. Active storefronts, street furniture and other pedestrian amenities will provide for a pleasant walking experience.

Additional pocket parks and other recreational facilities will provide gathering places within the mixed-use area. These parks and open spaces would be essential to create a buffer between the adjacent communities and Tysons.

The district is composed of three subdistricts. One subdistrict forms an edge of Tysons: the South Old Courthouse subdistrict. The other two subdistricts continue the transition to the higher intensity associated with TOD districts to the north and northwest: the Northwest Old Courthouse and Northeast Old Courthouse subdistricts.

The land use concept for the Old Courthouse district is shown in the map below.



Note: Needs land use legend. Also, change office color to retail at southeast corner of Route 123 & Old Courthouse; check other land use colors and open space locations.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Achieving the planned intensity is predicated upon the degree to which necessary public infrastructure is in place and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by the development proposals.

SOUTH OLD COURTHOUSE SUBDISTRICT

The South Old Courthouse Subdistrict is comprised of about XX acres and forms an edge for this part of Tysons' southern boundary. The vision for this edge is to retain the existing low-rise and low intensity character, which provides a transition in scale and intensity from the mid-rise and high-rise commercial development along Route 7 to adjacent single-family neighborhoods. The subdistrict is composed of two parts. Subarea 1 is a long narrow strip of non-residential development on the south side of Old Courthouse Road and Gallows Road. Subarea 2 is a predominantly residential area east of Gallows Road and south of Gallows Branch Road.

Subarea 1 – Nonresidential Edge

The existing land use is predominantly low-rise office use, except for retail uses at the Route 123 and Old Courthouse Road intersection. The retail area is planned for and developed up to .35 FAR. The office area is planned for and developed at up to .50 FAR. Any future infill or redevelopment should retain the area's low-rise scale and character, in order to be compatible with the adjacent neighborhoods. Building height is limited to 35 feet.

Subarea 2 – Residential Edge

The existing land use is predominantly residential with a mix of townhouse and multifamily uses. The triangular portion surrounded by Kidwell Drive, Gallows Road and Gallows Branch Road is planned and developed with townhouse use at 12 dwelling units per acre as Kidwell Towns. Tysons Oaks is planned for and developed as townhouse use at 16 dwelling units per acre. The existing scale and character of these areas should be retained in order to continue to provide a compatible transition to the adjacent neighborhoods. Building height is limited to 35 feet.

The remainder of this subarea is planned and developed with a mix of office and residential use. The portion north of Science Applications Court is planned for office use up to .50 FAR. The portion to the south is planned and developed with residential use up to 30 dwelling units per acre. Due to its location next to the Capital Beltway, the property was required to provide noise attenuation measures as determined appropriate by the County. Building height is limited to 75 feet, except adjacent to Tysons Oaks which is limited to 45 feet.

NORTHWEST OLD COURTHOUSE SUBDISTRICT

The Northwest Old Courthouse Subdistrict is comprised of about xxx acres and is bounded by Route 7 on the north, Gallows Road on the east, Old Courthouse Road on the south and Route 123 on the west. Along Route 7, development includes a variety of retail uses, and large office buildings with retail uses. Away from Route 7, to the south,

the area is predominantly developed with mid-rise and low-rise office buildings which transition toward the edge of the Old Courthouse district.

The subdistrict is composed of three parts. Subarea 1 is between Route 7 and Boone Boulevard. Subarea 2 is between Route 123 and Howard Avenue. Subarea 3 is between Boone Boulevard and Old Courthouse Road.

Subarea 1

This area is comprised of XX acres and is located between Route 7 and Boone Boulevard.

Base Plan

This subarea is planned for and developed with office use with support retail and service uses up to 1.2 FAR, except for Parcels 39-2((2))39,40,41 and Parcels 39-1((6))33,35,37,38 which are planned for and developed with auto sales and retail uses.

Redevelopment Options

With logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and does not preclude other properties from developing in accord with the Plan, the auto sales and retail uses are appropriate to redevelop to office use with support retail and service uses up to 1.2 FAR. As an alternative, mixed use with a significant residential component may be appropriate up to 1.8 FAR (if the mix of uses has less traffic impact than office redevelopment at 1.2 FAR). In addition, higher intensity may be allowed for property within ½ mile walking distance of the Tysons Central 7 Metro station and/or in proximity of a circulator after it is operational; under either case, redevelopment should be designed to accommodate the additional intensity.

This is an area which offers significant opportunities to provide urban design amenities and to better integrate development. The redevelopment of these properties could facilitate the creation of a significant focal point and unify this portion of the subdistrict with the area south of Boone Boulevard. Development proposals under this option must provide for the following:

- For sites with Route 7 frontage, buildings should be oriented to Route 7; sites with frontage on both Route 7 and Boone Boulevard should provide building entrances that are oriented to both streets.

- Development proposals should provide for better integration of the development in the subarea to adjacent areas through the provision of the planned grid of streets, pedestrian linkages and urban design amenities.

- Building height is up to 105 feet along Route 7, except at the interchange of Routes 7 and 123, where existing building height is 120 feet. (See Building Height Map and Building Height Guidelines in the Areawide Urban Design recommendations).

Subarea 2

This subarea is comprised of XX acres and is located between Route 123 and Howard Avenue.

Base Plan

This subarea is developed with retail uses, except for Parcels 39-1((6)) 18,24,25,26 which are developed with office and hotel uses.

Redevelopment Options

With logical and substantial parcel consolidation, this subarea is planned to redevelop with office use with support retail and service uses up to 1.0 FAR. As an alternative, mixed use with a significant residential component may be appropriate up to 1.5 FAR (if the mix of uses has less traffic impact than office use at 1.0 FAR). In addition, higher intensity may be allowed for property within ½ mile walking distance of the Tysons Central 7 Metro station and/or in proximity of a circulator after it is operational; under either case, redevelopment should be designed to accommodate the additional intensity. Building height is up to 105 feet on the northern portion of this subarea and 75 feet on the southern portion (see Building Heights Map, Figure 10, and Building Height Guidelines in the Urban Design chapter).

Subarea 3

This subarea comprises of XX acres and is located between Boone Boulevard and Old Courthouse Road.

Base Plan

The area is planned for and developed with office use at existing intensities.

Redevelopment Options

With logical and substantial parcel consolidation, the subarea is planned to redevelop with office use with support retail and service uses, up to 1.0 FAR. Development proposals should be designed in a manner to create a transition between development along Route 7 and the Old Courthouse Road edge. As an alternative, mixed use with a

significant residential component may be appropriate up to 1.5 FAR (if the mix of uses has less traffic impact than office use at 1.0 FAR).

In addition, higher intensity may be allowed for property within ½ mile walking distance of the Tysons Central 7 Metro station and/or in proximity of a circulator after it is operational; under either case, redevelopment should be designed to accommodate the additional intensity.

Development proposals must provide a central street between Howard Avenue and Gallows Road (parallel to Boone Boulevard) as well as cross streets consistent with the planned grid of streets. Building height is up to 105 feet on the Boone Boulevard side and up to 75 feet on the Old Courthouse Road side (see Building Heights Map, Figure 10, and Building Height Guidelines in the Urban Design chapter).

NORTHEAST OLD COURTHOUSE SUBDISTRICT

The Northeast Old Courthouse Subdistrict is comprised of about xxx acres and is bounded by Route 7 on the north, the Capital Beltway on the east, Gallows Road on the west, and Gallows Road and Gallows Branch Road on the south. Along Route 7, development includes a variety of strip retail uses, and large office buildings with retail uses. Away from Route 7, to the south, the area is predominantly developed with mid-rise and low-rise office buildings which transition toward the edge of the Old Courthouse district.

The subdistrict is composed of two parts. Subarea 1 is between Route 7 and the planned Boone Boulevard extension to Kidwell Road. Subarea 2 is between the planned extension of Boone Boulevard and Gallows Road.

Subarea 1

Subarea 1 is comprised of XX acres and is located between Route 7 and the Boone Boulevard extension.

Base Plan

Subarea 1 is planned for and developed with office and support retail and service uses up to 1.2 FAR. The exception to this is Parcel 39-2((1))9 and Parcels 39-2((2))48,50,52,54,56A,58, which are planned for and developed with retail uses.

Redevelopment Options

With logical and substantial parcel consolidation, the retail uses are appropriate to redevelop to office use with support retail and service uses up to 1.2 FAR. As an alternative, mixed use with a significant residential component may be appropriate up to

1.8 FAR throughout this subarea (if the mix of uses has less traffic impact than office redevelopment at 1.2 FAR).

In addition, a mix of office and hotel uses up to 1.27 FAR may be appropriate for Parcel 39-2((2))106 (which is split between Subareas 1 and 2), if the following conditions are met:

- Consolidation with Parcels 39-2((2))114, 114A, D1 and D2 in subarea 2;

- The resulting mix of uses has no more traffic impact than office use at 1.2 FAR on the Subarea 1 portion and office use at 1.0 FAR on the Subarea 2 portion.

- A transportation analysis should be performed in conjunction with any development application which should demonstrate how the area pedestrian and vehicular circulation can be improved. Improvements needed to enhance circulation and mitigate transportation impacts directly related to site generated traffic should be provided;

- Transportation Demand Management (TDM) commitments are made which include both new and existing development and that result in a minimum of 20% of the total site-generated trips being made by non single occupancy vehicle (non-SOV) transportation, consistent with the County's goal for transit use in the Tysons Corner Urban Center and;

- The hotel should provide for community-serving amenities such as meeting spaces.

All the above redevelopment options for this subarea should be designed with the intent of unifying this subarea through creating focal points, providing pedestrian and open space amenities, and interconnecting the area by means of the planned grid of streets. In addition, higher intensity may be allowed for property within this subarea in proximity of a circulator after it is operational; redevelopment should be designed to accommodate this additional intensity.

Building height in this subarea may be up to 105 feet (see Building Heights Map and Building Height Guidelines in the Areawide Urban Design recommendations).

Subarea 2

Subarea 2 is comprised of XX acres and is located between the Boone Boulevard extension and Gallows Road.

Base Plan

This subarea is planned for and developed with office use with support retail and other services up to 1.0 FAR to create a transition between development along Route 7 and the Old Courthouse Road edge.

Redevelopment Options

As an alternative, mixed use with a significant residential component may be appropriate up to 1.5 FAR (if the mix of uses has less traffic impact than office use at 1.0 FAR). In addition, logical and substantial parcel consolidation should be provided with all redevelopments to ensure well-designed projects that function efficiently.

As an option, a mix of office and hotel uses up to 1.27 FAR may be appropriate for Parcels 39-2((2))114, 114A, D1 and D2 (in Subarea 2) with Parcel 39-2((2))106 (which is split between Subareas 1 and 2), if these parcels are consolidated and the conditions under the previous subarea are addressed.

All the above redevelopment options for this subarea should be designed with the intent of unifying this subarea through creating focal points, providing pedestrian and open space amenities, and interconnecting the area by means of the planned grid of streets. In addition, higher intensity may be allowed for property within this subarea in proximity of a circulator after it is operational; redevelopment should be designed to accommodate this additional intensity.

Building height in this subarea can be up to 60 feet. However, if parcels are consolidated as indicated under the office and hotel redevelopment option above, the portion of Parcel 39-2((2))106 within this sub-unit could be considered for a height up to 105 feet in order to provide design flexibility under this option. (See Building Heights Map and Building Height Guidelines in the Urban Design chapter).

Additional Guidance for Northwest and Northeast Subdistricts

To achieve the redevelopment options envisioned for both the Northwest and Northeast Old Courthouse Subdistricts, development proposals should address the Areawide Recommendations, which include the following.

- The vision for each subdistrict is to redevelop into mixed use, which should include hotel, office, retail and high intensity residential use. The intensities and land use mix should be consistent with the Areawide Land Use guidelines.

- Logical and substantial parcel consolidation must be achieved and provide for well-designed projects that function efficiently on their own, can integrate with planned redevelopment on adjacent property, and do not preclude or hinder other

parcels from redeveloping in conformance with the Plan. In most cases, consolidation should be sufficient in size to provide for redevelopment in several phases, which can be linked to the provision of public facilities and infrastructure and/or demonstrating attainment of critical Plan objectives such as targets for TDM mode splits and green buildings. If consolidation cannot be achieved as indicated above, as an alternative, coordinated development plans may be provided as indicated in the Areawide Land Use guidelines.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets. The major circulation improvement for this district is the Boone Boulevard extensions to the west across Route 123 and to the east to Kidwell Drive. Development should allow for the eventual construction of this roadway. If property or uses are to be expanded, developed or redeveloped along this road's planned alignment, right-of-way should be dedicated and construction of the collector road should be provided, as determined appropriate by the County. Other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. Additional intensification should not be allowed without the provision of circulation improvements consistent with guidance in the Urban Design and Transportation chapters.

- Urban design and open space amenities, such as streetscapes, plazas, courtyards, landscaping, lighting and seating should be provided consistent with the Urban Design guidelines as well as consistent in quantity with the urban park and open space standards under the Environmental Stewardship Guidelines.

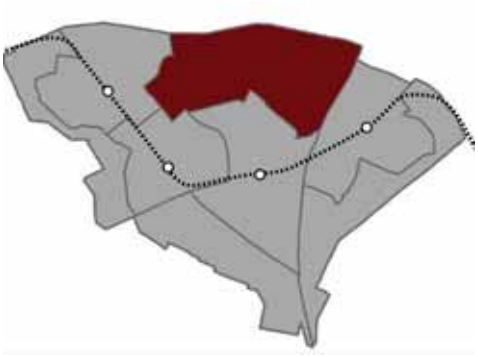
- When redevelopment includes a residential component, a viable living environment should be created. This includes recreational facilities and other amenities for the residents, and provides for affordable/workforce housing as indicated under the Land Use guidelines.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should include commitments for improvements, phasing of improvements, and mitigation measures identified as needed. Needed improvements should be provided consistent with the guidance in the Areawide Public Facility, Transportation and Environmental Stewardship recommendations.

- A proposed circulator alignment extends through both subdistricts along Boone Boulevard and its extension to Kidwell Drive, as shown and described in the Transportation chapter. In addition to the above guidance for this area, redevelopment proposals along the alignment should provide ROW for this

circulator and contribute toward its construction cost. In portions of these subdistricts, some potential additional intensity may be predicated on the circulator becoming operational; if so, redevelopment should be designed to accommodate the additional intensity. See the Intensity section of the Land Use chapter.

North Central



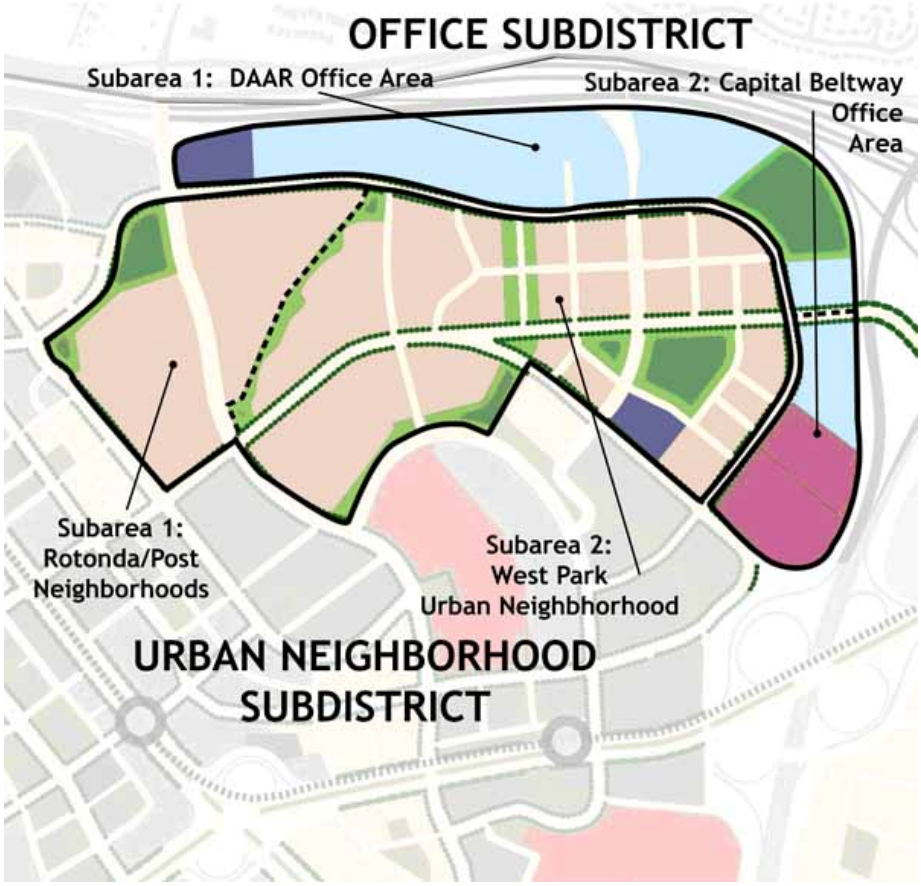
The land use pattern in the North Central district, which is located primarily between West Park Drive and the Dulles Access Road, will allow for a transition between Tysons Central 123 and the adjacent community north of Tysons. The Dulles Access Road serves as an additional buffering element. Office uses would be mostly located adjacent to the Dulles Access Road, providing easy access from the Toll Road and continuing the office focus east in the Tysons West district.

Moving into the heart of the district, residential land uses could be the focus around the proposed circulator route. The district could become vibrant, mixed-use residential neighborhoods, with local-serving retail, dedicated parks and civic uses, and a pedestrian-friendly street network for residents and workers in the neighborhood.

The local streets, along with a finer grid of streets and a linear park/green network, would lead people to the circulator and encourage them to walk. As the central feature of the district, the circulator could help shape its urban form. Having a mix of uses, portions of the North Central district should develop with a 24-hour environment.

The district's ponds and small streams should be enhanced to add to the amenities of the neighborhoods. Urban parks could include a green network leading from Tysons Central 123 to the employment area adjacent to the Dulles Access Road. A new 8 to 10 acre urban park will be a central feature of this district that provides a focus for civic uses and a gathering place for the residents and employees.

The land use concept for the North Central district is shown in the map below.



Note: Needs land use legend.

The district is composed of two subdistricts: an office subdistrict and an urban neighborhood subdistrict. Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Achieving planned intensity is predicated upon successfully incorporating the Areawide and subdistrict guidance into development proposals.

OFFICE SUBDISTRICT

This subdistrict is north and east of Jones Branch Drive and is developed with office buildings containing corporate headquarters as well as one of Tysons' larger hotels. The vision for this area is to continue to be a focus of corporate headquarters and regional offices. The subdistrict has two subareas: the DAAR Office subarea and the Capital Beltway Office Subarea.

Subarea 1: DAAR Office Area

This is the northernmost portion of the West Park office development and provides a transition in building height to the single family neighborhoods to the north. Existing development is office buildings, which are mostly occupied by corporate headquarters, such as Freddie Mac, USA Today and Gannett.

Base Plan

The area is planned for office up to 1.0 FAR, except for the westernmost property which is developed with the Tysons Spring Hill Transit Center.

Redevelopment Option

With the advent of Metrorail, the transit center may not be needed, which would allow consideration of other public uses to occupy the property, such as a fire station. This fire station would replace Fire Station 29, which is planned to be demolished and its land area incorporated in redevelopment near the Tysons West Metro station.

Only one office building is planned for redevelopment at this edge of Tysons, on Parcel 29-2 ((15)) A6. This property is currently developed at 0.5 FAR and should be redeveloped up to 1.0 FAR, provided that the new building does not exceed 75 feet in height and is designed to accommodate the planned ramps from the DAAR to Jones Branch Drive as shown in the Areawide Transportation recommendations.

For most of this subarea, the maximum building height is 75 feet. The exceptions are at the eastern end (next to the DAAR/Capital Beltway interchange) where building heights increase to 125 feet and then to 300 feet as shown on the building height map in the Urban Design section. The property with a height limit of 300 feet is designated as Tysons' northern gateway building (one of four gateway buildings in Tysons).

A proposed circulator alignment abuts this subarea, which is described in the Transportation section. Along the alignment, ROW for this circulator and/or contributions toward its construction cost should be provided by abutting properties. Some increase in intensity may be available once the circulator is operational; if so, some or all of this additional intensity may be transferred to redevelopment south of Jones

Branch Drive, if the intensity cannot be accommodated due to the area's height limit. See the Intensity section of the Areawide Land Use recommendations.

Subarea 2: Capital Beltway Office Area

This subarea between Jones Branch Drive and the Capital Beltway is developed with office buildings and one of Tysons' larger hotels.

Base Plan

The area is planned for and developed with intensities of 1.0 and 1.65 FAR, which recognize the existing development. The maximum building height is up to 150 feet, as shown on the building height map in the Urban Design section.

Redevelopment Option

Proposed circulator alignments abut this subarea, which is described in the Transportation section. Along the alignment, ROW for these circulators and/or contributions toward their construction cost should be provided. In portions of this subarea, some increase in intensity may be available once the circulator is operational; if so, some or all of this additional intensity may be transferred to redevelopment west of Jones Branch Drive, if the intensity cannot be accommodated due to the area's height limit or other property constraints. See the Intensity section of the Areawide Land Use recommendations.

Public facility, transportation and infrastructure analyses should be performed in conjunction with any redevelopment application. The results of these analyses should include commitments for improvements, phasing of improvement, and mitigation measures identified as needed. Needed improvements should be provided consistent with guidance in the Areawide Public Facility, Transportation and Environmental Stewardship recommendations. The ability to realize planned intensities will depend greatly on the degree to which access and circulation improvements as well as other needed public facilities are provided.

URBAN NEIGHBORHOOD SUBDISTRICT

This subdistrict is south and west of Jones Branch Drive and north of the Tysons Central 123 district. The western half of the subdistrict is developed with multifamily use. The eastern half of the subdistrict is developed with suburban office buildings with mostly surface parking. The vision is to have substantial redevelopment (especially in the eastern portion) that will transform the area into urban neighborhoods. The subdistrict has two subareas: Rotonda/Post and the West Park urban neighborhoods.

Subarea 1: Rotonda/Post Neighborhoods

This area is comprised of about 66 acres and is bounded by Spring Hill Road and Jones Branch Drive on the north, West Park (subarea 3) on the east, Westpark Drive on the south, and Greensboro Drive on the west. Existing development is multi-family residential and contains over 2,000 dwelling units.

Base Plan

The area is planned for and developed with residential use at 30 dwelling units per acre. The vision is to preserve and enhance the residential area (The Rotonda) on the west side of International Drive.

Redevelopment Option

Some redevelopment for the area east of International Drive should be considered, especially if it provides affordable and workforce housing and is phased with the provision of circulator service. Prior to operation of circulator service, redevelopment in this subarea could be considered for additional residential use with intensity between 1.0 and 1.5 FAR. Redevelopment proposals should provide ROW and contribute toward the construction cost of the circulators which abut this area. After the circulator is operational, additional intensity may be allowed; if so, redevelopment should be designed to accommodate the additional intensity. See the Intensity section of the Areawide Land Use recommendations.

Public facility, transportation and infrastructure analyses should be performed in conjunction with any redevelopment application. The results of these analyses should include commitments for improvements, phasing of improvements, and mitigation measures identified as needed. Needed improvements should be provided consistent with guidance in the Areawide Public Facility, Transportation and Environmental Stewardship recommendations. The ability to realize planned intensities will depend greatly on the degree to which access and circulation improvements as well as other needed public facilities are provided.

The maximum building height in this subarea is 105 feet, as shown on the building height map in the Urban Design section. As indicated under the building height guidelines in the Urban Design section, building heights should vary within the subarea. Building heights at or near the top of the limit should be achieved if the result would be more usable open space, improved pedestrian circulation and/or the establishment of a focal point.

Subarea 2: West Park Urban Neighborhood

This area is comprised of about 120 acres, bounded by Jones Branch Drive on the north and east, the Tysons Central 123 district on the south, and the Rotonda/Post Neighborhoods on the west. This area contains the central portion of the West Park office development, and the Park Crest and Crescent residential developments.

Base Plan

Prior to Metrorail being funded, this area and the remainder of the West Park development (in the Tysons Central 123 district and DAAR office subareas) is planned for office with support retail and service uses at an intensity averaging about 0.60 FAR. As an option, the area is planned for a mix of office and residential uses averaging about 0.80 FAR (if the mix of uses has less traffic impact than office redevelopment at 0.6 FAR). This option has been implemented with the approval and development of two residential developments, resulting in an overall average intensity for the subarea of about 0.80 FAR.

Redevelopment Option

With the provision of Metrorail and circulator service linking West Park to the rest of Tysons, the vision for this area is to redevelop to urban residential neighborhoods at substantially higher intensity. The major opportunity for redevelopment is in the portion developed with suburban office, which currently has an average intensity of 0.54 FAR. Redevelopment of this area to an urban residential neighborhood should be considered if it will provide affordable and workforce housing and if the redevelopment is phased with the provision of circulator service. Prior to operation of circulator service, the area should be developed in residential use up to 1.5 FAR. Redevelopment proposals should provide ROW for the circulators and contribute toward their construction cost. After circulators are operational, additional intensity may be allowed; if so, redevelopment should be designed to accommodate the additional intensity. See the Intensity section of the Areawide Land Use recommendations.

To achieve this vision, development proposals should address the Areawide Recommendations, conform to the Land Use Concept Map, and provide for the following.

- The vision is to redevelop this subarea into an urban residential neighborhood. In addition to a significant increase in intensity, more diversity in land use is an essential element for creating urban neighborhoods. The mix of uses should include a small office component, hotels, public uses, ground level retail and service uses. The intensities and land use mix should be consistent with the Areawide Land Use recommendations.

- Logical and substantial parcel consolidation must be achieved and provide for well-designed projects that function efficiently on their own, can integrate with planned redevelopment on adjacent property, and do not preclude or hinder other parcels from redeveloping in conformance with the Plan. In most cases, consolidation should be sufficient in size to provide for redevelopment in several phases, which can be linked to the provision of public facilities and infrastructure and/or demonstrating attainment of critical Plan objectives such as targets for TDM mode splits and green buildings. If consolidation cannot be achieved as indicated above, as an alternative, coordinated development plans may be provided as indicated in the Areawide Land Use guidelines.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subarea as well as the abutting districts/subdistricts through the provision of the grid of streets. In addition to the grid of streets, pedestrian and bike circulation improvements should be provided that also improve connectivity. The ability to realize planned intensities will depend greatly on the degree to which access and circulation improvements are provided consistent with guidance in the Urban Design and Transportation chapters.

- Urban design and open space amenities, such as streetscapes, plazas, courtyards, landscaping, lighting and seating should be provided according to the Urban Design guidelines and consistent in quantity with the urban park and open space standards under the Environmental Stewardship guidelines. The area's ponds and small streams should be enhanced and provide a green network that links this subarea to the Tysons Central 123 district and to the employment area adjacent to the Dulles Access Road. The major open space feature in this area is an 8 to 10 acre park, which provides a focus for civic uses and a gathering place for the residents and employees.

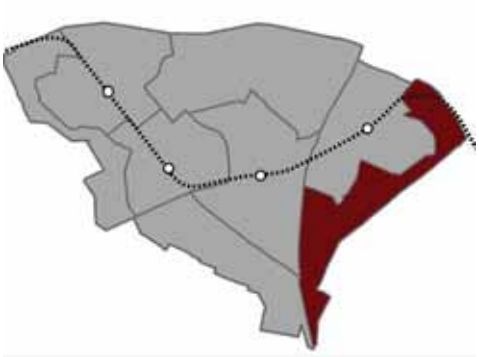
- Residential developments will need to create viable living environments. This includes recreational facilities and other amenities for the residents, and the provision of affordable/workforce housing as indicated under the Land Use guidelines.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should include commitments for improvements, phasing of improvements, and mitigation measures. Needed improvements should be provided consistent with the Areawide Public Facility, Transportation and Environmental Stewardship recommendations.

- A specific public facility need identified for this area is a public school (potentially an elementary school); the school should be located next to the area's large urban park in order to utilize this open space amenity.

- The maximum building heights in this subarea are between 125 to 150 feet, as shown on the building height map in the Urban Design section. As indicated under the building height guidelines in the Urban Design section, building heights should vary within the subarea. Building heights at or near the top of the limit should be achieved if the result would be more usable open space, improved pedestrian circulation and/or the establishment of a focal point.

East Side



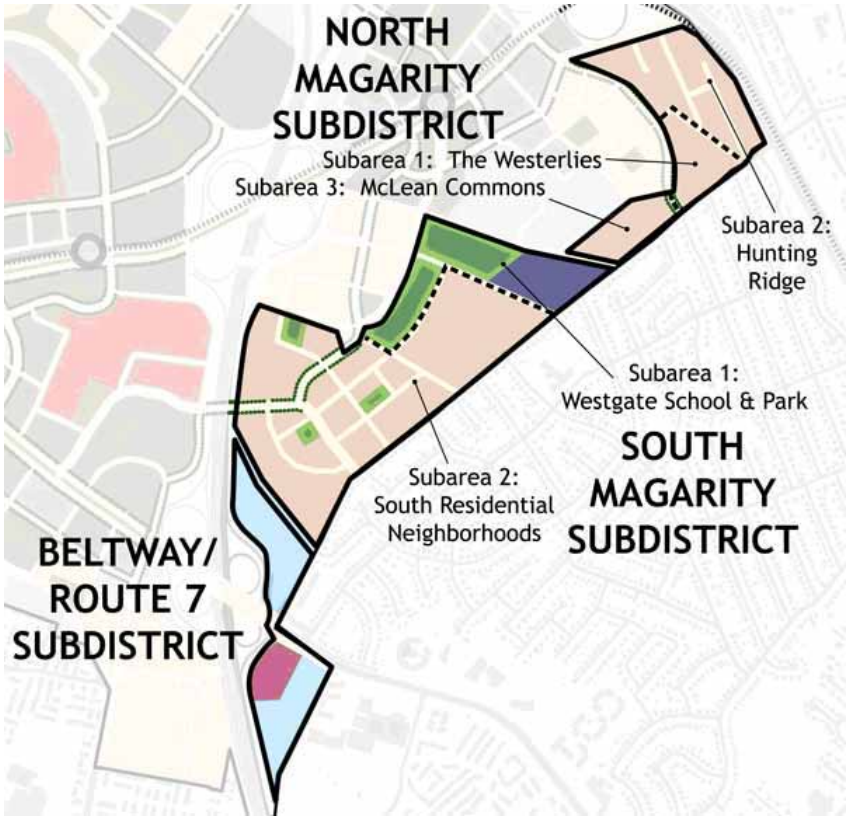
The East Side district is a residential district, which is located on the edge of Tysons, mostly to the east and south of the Tysons East TOD district. As an "edge district," it will have lower intensities than other parts of Tysons, enabling it to serve as a transition area between higher intensity TOD districts and the adjacent Pimmit Hills neighborhood abutting Tysons.

Portions of the East Side district are envisioned to redevelop into urban residential neighborhoods. These new neighborhoods should include limited retail and office uses intended to support the local residential population and to provide Tysons with some live-work opportunities.

As redevelopment occurs, the street network will become a finely scaled grid of streets, encouraging walking and biking. Connections to Metro stations will be provided by the future transit circulator, walking paths and the new grid of streets. The district will have a distinct residential quality, where neighbors can socialize in one of the many pocket parks that are planned to be located throughout the district.

The East Side has three subdistricts: North Magarity, South Magarity and the Beltway/Route 7. Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Achieving the planned intensity is predicated upon the degree to which Plan objectives and development conditions set forth in the Area-wide and sub-district guidance can be satisfied by the development proposals.

The land use concept for the East Side district is shown on the map below.



Note: Needs land use legend.

NORTH MAGARITY SUBDISTRICT

The subdistrict consists of three residential areas: the Westerlies, Hunting Ridge and a portion of the McLean Commons. The Westerlies and McLean Commons abut Magarity Road. Hunting Ridge abuts the Dulles Airport Access Road (DAAR).

Subarea 1: The Westerlies

This subarea comprises XX acres and is located at the north corner of the intersection of Anderson and Magarity Roads. The Westerlies (Tax Map 30-3((26))all parcels) is planned and developed as a transition to Pimmit Hills with residential use at 12 dwelling units per acre. Both Hunting Ridge and the McLean Commons are planned for redevelopment in a manner that retains a compatible scale and character with Pimmit Hills as indicated below.

Subarea 2: Hunting Ridge

This subarea comprises XX acres and is located abutting to the Dulles Airport Access Road between Magarity and Chain Bridge Road. The Hunting Ridge neighborhood was developed originally with single family use at 2 to 3 dwelling units per acre, but is planned for redevelopment with townhouses at 8-12 dwelling units per acre and multi-family use at 20-30 dwelling units per acre. Much of the neighborhood has been redeveloped under this option which is designed to create viable living environments that are compatible with adjacent uses and provide recreational facilities and other amenities for the residents. Development proposals should address the Areawide Recommendations, which includes the provision of affordable/workforce housing and must provide for the following.

- Logical and substantial parcel consolidation that provides for well-designed projects that function efficiently and does not preclude other parcels from developing in conformance with the Plan. Redevelopment should occur in a manner that does not impede vehicular circulation to any unconsolidated parcels.

- The site design should ensure that there is a buffer to screen the development from the DAAR and to include noise attenuation measures as may be determined appropriate.

- Improved pedestrian circulation (sidewalks and/or trails) including appropriate urban design and open space amenities. Pedestrian connections to the abutting district (Tysons East), to Chain Bridge Road, and to Magarity Road should be provided.

- Building height is limited to a maximum of 45 feet (also, see Building Height Guidelines).

Subarea 3: McLean Commons

This subarea is comprised of XX areas and is located at the south corner of Anderson and Magarity Roads.

Base Plan

This portion of the McLean Commons is planned for and developed with residential use up to 20 dwelling units per acre. As an option, existing residential uses are appropriate to redevelop as residential use at 20-30 dwelling units per acre.

Redevelopment Option

Redevelopment under this option should be compatible with adjacent uses, create viable living environments and provide recreational facilities and other amenities for the residents. Development proposals should address the Areawide Recommendations, which includes the provision of affordable/workforce housing and must provide for the following.

- A compatible transition to the Pimmit Hills single-family neighborhood across Magarity Road, by screening and/or landscape buffering, and/or by designing structures to act as a harmonious transition.

- Improved pedestrian circulation (sidewalks and/or trails) including appropriate urban design amenities such as plazas, courtyards, landscaping, lighting and seating.

- Development proposals should show how the proposed development will be integrated with the abutting Tysons West district through providing the grid of streets and urban design amenities.

- Building height is limited to a maximum of 90 feet, except adjacent to Magarity Road which is limited to 45 feet (also, see Building Height Guidelines).

SOUTH MAGARITY SUBDISTRICT

Magarity South Neighborhoods are developed with residential use, except for the northernmost portion, which is the location of an elementary school and park.

Subarea 1: Westgate School and Park

This is developed and planned for public school and park uses. These facilities are Westgate Elementary School, Westgate Park and a portion of Scotts Run Park. Scotts

Run Park is envisioned to become an urban open space amenity with improved access from the planned grid of streets and the provision of connecting sidewalks and trails (See Parks and Open Space recommendations in the Environmental Stewardship chapter). This subarea could also be the location for one of the new school sites that will be required to serve new residential development at Tysons.

Subarea 2: South Residential Neighborhoods

This subarea is comprised of XX acres and is located south of West Park School between Magarity Road and the Beltway.

Base Plan

This subarea is planned for and developed with low-rise multifamily use up to 20 dwelling units per acre, except for the Regency and Encore high-rise apartments which are planned for and developed with multifamily use up to 30 dwelling units per acre.

Redevelopment Option

As an option, the low-rise multifamily uses are appropriate for redevelopment to single-family attached residential use at 8-12 dwelling units per acre or multi-family residential use at 20-30 dwelling units per acre. Redevelopment should include logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and do not preclude other parcels from developing in conformance with the Plan. Residential projects should create a viable living environment, provide for recreational and other amenities as well as support retail and service uses for the residents. *(Staff note: Redevelopment in the current Plan is now limited to only the Dolley Madison Apts. & McLean Chase condos)* Development proposals should address the Areawide Recommendations, which includes the provision of affordable/workforce housing and must provide for the following:

- A compatible transition to the Pimmit Hills single-family neighborhood across Magarity Road, by screening, landscape buffering and/or through building design.

- For redevelopment near the Beltway, noise attenuation measures should be provided as determined appropriate by the County.

- Vehicular connections from Old Meadow Road to Magarity Road as well as other streets that create urban blocks consistent with guidance in the Urban Design and Transportation chapters of the Areawide Recommendations.

- Building heights in this subarea ranges from 45 feet to 150 feet, depending upon location, as shown on the building height map in the Urban Design chapter. The lowest building height is adjacent to Magarity Road which has a maximum height

of 45 feet. Height increases with distance from Magarity Road, with this area's maximum height of 150 feet limited to the existing Regency and Encore residential buildings, which are adjacent to the Capital Beltway. (See also the building height guidelines in the Areawide Urban Design re3commendations.)

A proposed circulator alignment is shown on Old Meadow Road and extends across the Beltway (as described in the Transportation section of Area-wide recommendation). In addition to the above guidance for this area, redevelopment proposals along this alignment should provide ROW for this circulator. Redevelopment proposals should be designed to accommodate additional intensity allowed after the circulator is operational in this ROW as described in the intensity section of the Land Use chapter.

View from future urban neighborhood in the South Magarity Subdistrict

BELTWAY/ROUTE 7 SUBDISTRICT

The only portion of the East Side District that is developed with commercial use is the north and south quadrants of Route 7. The North quadrant (Land Unit Q) is entirely developed with office use and the South quadrant (Land Unit G) is developed with office use and a hotel.

The North quadrant is planned for and developed with office, support retail and service uses up to .85 FAR. As an option, the office building on parcel 39-2((1))62B may be appropriate for an expansion up to .90 FAR, if a development proposal provides for the following:

- Any expansion or alteration should maintain the existing buffer area and screening to avoid any visual impacts on the adjacent housing;

- Any additional structures on the subject property should be designed to be architecturally compatible with the existing office buildings;

- A transportation analysis should be performed in conjunction with any development application, and commitments for any improvements identified as needed to mitigate transportation impacts directly related to site generated traffic should be provided;

- Transportation Demand Management (TDM) commitments should be made in both new and existing development that a minimum of 20% of the total site-generated trips will be made by non-single occupancy vehicle (non-SOV) measures consistent with the County's goal for transit use in the Tysons Corner Urban Center; and

- Any cellar space included in the expansion will not be used for office space or other peak hour traffic generating purposes.

- Building height does not exceed 125 feet (also, see Building Height Guidelines).

The South quadrant (Land Unit G) is to retain its existing character which provides a transition in scale to the neighborhood east of Tysons Corner. The office buildings and hotel adjacent to the Capital Beltway are planned and developed up to 1.0 FAR, and the office uses adjacent to George C. Marshall High School are planned and developed up to .50 FAR. Building heights range from 75 to 105 feet, depending upon location (see Building Heights Map and Building Height Guidelines).